

# FEDERAL REGISTER



VOLUME 25      1934      NUMBER 33

Washington, Wednesday, February 17, 1960

## Contents

### THE PRESIDENT

#### Letter

Letter of February 8, 1960, pursuant to proclamation further amending Proclamation No. 3160, relating to certain woolen textiles..... 1393

### EXECUTIVE AGENCIES

#### Agricultural Marketing Service

PROPOSED RULE MAKING:  
Milk in the Southeastern Florida marketing area..... 1412  
Payment for livestock..... 1414  
RULES AND REGULATIONS:  
Raisins; surplus tonnage offered for sale in export..... 1395

#### Agricultural Research Service

RULES AND REGULATIONS:  
Brucellosis in domestic animals; brucellosis-free areas..... 1395

#### Agriculture Department

See Agricultural Marketing Service; Agricultural Research Service.

#### Civil Aeronautics Board

NOTICES:  
Hearings, etc.:  
Greensboro-High Point Complaint and Capital Airlines, Inc..... 1418  
North Central temporary points case..... 1418

#### Civil Service Commission

RULES AND REGULATIONS:  
Biologist; formal education requirement for appointment..... 1394

#### Commerce Department

NOTICES:  
Statements of changes in financial interests:  
Bailey, Frank R..... 1418  
Friend, Carl O..... 1418

### Customs Bureau

NOTICES:  
Certain alloys containing but not in chief value of magnesium; change of tariff classification... 1416

### Federal Aviation Agency

RULES AND REGULATIONS:  
Airworthiness directives; Rolls-Royce Dart 510 Engines..... 1398  
Control area extension, modification; revocation of reporting point..... 1400  
Control zone and control area extension; modification..... 1400  
Designation and revocation of restricted area and modification of Federal airways..... 1399  
Modification of Federal airway, associated control areas, reporting points and control area extension..... 1399  
Minimum en route IFR altitudes; miscellaneous alterations..... 1401  
Restricted area/military climb corridor; designation..... 1401  
Restricted area; revocation..... 1401  
Revocation of Federal airway, associated control areas and designated reporting points..... 1399

### Federal Communications Commission

NOTICES:  
Hearings, etc.:  
Alvarado Television Co., Inc. (KVOA-TV), and Old Pueblo Broadcasting Co. (KOLD-TV)..... 1416  
Antennavision Service Co., Inc. Espy, Dawkins..... 1416  
General Telephone Co. of the Northwest..... 1417  
KTAG Associates (KTAG-TV) et al..... 1417  
Microrelay of New Mexico, Inc. WPGC, Inc. (WPGC)..... 1418  
PROPOSED RULE MAKING:  
Retirement units for aerial cable and aerial wire..... 1414

### RULES AND REGULATIONS:

Citizens radio service; policy of frequency assignment; permissible communications..... 1408  
Experimental, auxiliary, and special broadcast service; frequency assignment; sound channels..... 1407  
Stations on shipboard in the maritime services; general technical requirements..... 1408

### Federal Power Commission

NOTICES:  
Land withdrawn in certain projects..... 1421  
Hearings, etc.:  
City of Los Angeles, California and its Department of Water and Power..... 1419  
Olsen Oils, Inc., et al..... 1418  
Montana-Dakota Utilities Co..... 1420  
Shell Oil Co. et al..... 1420

### Federal Reserve System

NOTICES:  
Union Bond & Mortgage Co.; order denying and granting requests for determinations..... 1421  
RULES AND REGULATIONS:  
Reserves of member banks; classification of central reserve and reserve cities..... 1396

### Interior Department

See Land Management Bureau; Reclamation Bureau.

### Internal Revenue Service

RULES AND REGULATIONS:  
Income tax; taxable years beginning after Dec. 31, 1953; miscellaneous amendments..... 1405

### Interstate Commerce Commission

NOTICES:  
Fourth section applications for relief..... 1430

(Continued on next page)

**Motor carriers:**

Alternate route deviation notices.....	1429
Applications and certain other proceedings.....	1422
Transfer proceedings.....	1430

**Land Management Bureau****NOTICES:**

Alaska; filing of Alaska protraction diagram; Anchorage Land District.....	1416
--	------

**Railroad Retirement Board****RULES AND REGULATIONS:**

Execution and filing of an application for an annuity; employers' contributions and contribution reports; correction.....	1398
---	------

**Reclamation Bureau****NOTICES:**

Columbia Basin Project, Washington; sale of full-time farm units.....	1416
---	------

**Small Business Administration****RULES AND REGULATIONS:**

Investment companies; miscellaneous amendments.....	1397
Loans to State and local development companies.....	1398

**Treasury Department**

See also Customs Bureau; Internal Revenue Service.

**NOTICES:**

Pennsylvania Insurance Co.; surety company acceptable on Federal bonds.....	1416
---	------

**Codification Guide****CODIFICATION GUIDE**

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

A Cumulative Codification Guide covering the current month appears at the end of each issue beginning with the second issue of the month.

**3 CFR****PROCLAMATIONS:**

3160 (see Letter Feb. 8, 1960).....	1393
3225 (see Letter Feb. 8, 1960).....	1393
3285 (see Letter Feb. 8, 1960).....	1393
3317 (see Letter Feb. 8, 1960).....	1393

**PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:**

Letter, February 8, 1960.....	1393
-------------------------------	------

**5 CFR**

24.....	1394
---------	------

**7 CFR**

989.....	1395
----------	------

**PROPOSED RULES:**

1018.....	1412
-----------	------

**9 CFR**

78.....	1395
---------	------

**PROPOSED RULES:**

201.....	1414
----------	------

**12 CFR**

204.....	1396
----------	------

**13 CFR**

107.....	1397
108.....	1398

**14 CFR**

507.....	1398
600 (3 documents).....	1399
601 (4 documents).....	1399, 1400
608 (3 documents).....	1399, 1401
610.....	1401

**20 CFR**

210.....	1398
345.....	1398

**26 (1954) CFR**

1.....	1405
--------	------

**47 CFR**

4.....	1407
8.....	1408
19.....	1408
<b>PROPOSED RULES:</b>	
31.....	1414
33.....	1414

**Announcement****CFR SUPPLEMENTS**

(As of January 1, 1960)

The following books are now available:

Title 36 (Revised)..... \$3.00

Title 46, Parts 146-149 (Revised)..... 6.00

Order from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.



Republic 7-7500

Extension 3261

prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office, Washington 25, D.C.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements vary.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER, or the CODE OF FEDERAL REGULATIONS.

# Presidential Documents

## Title 3—THE PRESIDENT

Letter of February 8, 1960

[PURSUANT TO PROCLAMATION  
FURTHER AMENDING PROCLAMA-  
TION NO. 3160,<sup>1</sup> RELATING TO  
CERTAIN WOOLEN TEXTILES]

THE WHITE HOUSE,  
Washington, February 8, 1960.

DEAR MR. SECRETARY:

Proclamation 3160 of September 28, 1956, as amended by proclamations 3225, 3285, and 3317 of March 7, 1958, April 21, 1959, and September 24, 1959, respectively, provides for the increase of the ad valorem part of the duty in the case of any of the fabrics described in item 1108 or item 1109(a) in Part I of Schedule XX to the General Agreement on Tariffs and Trade (Geneva—1947) or in item 1109(a) in Part I of that Schedule (Torquay—1951) entered, or withdrawn from warehouse, for consumption in any calendar year following December 31, 1958, in excess of a quantity to be notified by the President to the Secretary of the Treasury.

Pursuant to Paragraph 1 of that proclamation, as amended, I hereby notify you that for the calendar year 1960 the quantity of such fabrics on imports in excess of which the ad valorem part of the rate will be increased as provided for in the seventh recital of that proclamation, as amended, shall be 13,500,000 pounds.

On the basis of presently available information, I find this quantity to be not less than five per centum of the average annual production in the United States during the three immediately preceding calendar years of fabrics similar to such fabrics. Although it is believed that any future adjustments in statistics will not be such as to alter this finding, in the event that they do, I shall notify you as to the revised quantity figure.

Sincerely,

DWIGHT D. EISENHOWER

The Honorable ROBERT B. ANDERSON,  
*Secretary of the Treasury,*  
Washington, D.C.

[F.R. Doc. 60-1548; Filed, Feb. 15, 1960;  
4:33 p.m.]

<sup>1</sup> 3 CFR, 1956 Supp.; 21 F.R. 7593.

# Rules and Regulations

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter I—Civil Service Commission

#### PART 24—FORMAL EDUCATION RE- QUIREMENTS FOR APPOINTMENT TO CERTAIN SCIENTIFIC, TECHNI- CAL, AND PROFESSIONAL POSI- TIONS

##### Biologist

Sections 24.91 and 24.92 are revoked and §§ 24.70 and 24.71 revised as set out below.

##### § 24.70 Fishery Biologist, GS-482-5-15 (all options).

(a) *Educational requirement.* (1) Applicants must have successfully completed one of the following:

(i) A full 4-year course of study in an accredited college or university leading to a bachelor's or higher degree with major study of at least 24 semester hours in fishery science, biology, or zoology. This course of study must have included at least 9 semester hours in zoology and 6 semester hours in such aquatic courses as limnology, fishery biology, fish culture, or aquatic biology, or equivalent study in the subject-matter field.

(ii) Successfully completed course work in an accredited college or university with major study of at least 24 semester hours in fishery science, biology, or zoology, including at least 9 semester hours in zoology and 6 semester hours in such aquatic courses as limnology, fishery biology, fish culture, or aquatic biology, or equivalent study in the subject-matter field, plus enough additional experience, or education, of an appropriate nature to total 4 years of experience and education or 4 years of education. The quality of this additional experience or education must have been such that, when combined with the required 24 semester hours in fishery science, biology, or zoology, it gives the applicant a technical knowledge comparable to that normally acquired through the successful completion of the full 4-year course of study described in subparagraph (i) of this paragraph.

(2) Applicants for positions which involve highly technical research, design or development, or similar complex scientific functions, must have successfully completed the full 4-year course of study described in subparagraph (1) (i) of this paragraph.

(b) *Duties.* Fishery Biologists perform professional and scientific biological work in connection with the conservation and management of fishes and fishery resources, or in the determination, establishment, and application of biological facts, principles, methods, techniques and procedures necessary for the conservation of fishes and other aquatic animals, such as crustaceans and mollusks. This work may involve (1)

study of the life history, habits, classification, and economic relations of aquatic organisms and fish, particularly those which are of importance to industry; (2) management of various fisheries or fishery projects, or with the administration and management of Federal programs or other phases of fishery management; or (3) research work which may involve the quantitative determination of the interrelations of the abundance of fishes, variations in ecological elements and fishing success, the determination of the rearing and planting methods best adapted for maximum success in hatchery operations, the devising of methods used to regulate fishing to secure a sustained optimum yield, etc.

(c) *Knowledge and training requisite for performance of duties.* The duties of these positions cannot be performed successfully without specialized training in fishery science and aquatic biology which gives an individual a sound basic knowledge of the fundamental biological sciences and a specialized knowledge of fishery science and aquatic biology, since these duties are such that they require an exacting and detailed knowledge of these sciences. Appointees must have the ability to apply professional training and scientific knowledges to their work in order to solve specific problems, interpret and apply the results of research (both in the fields of fishery science and aquatic biology and in closely related fields), or do fishery research. This required training and these required knowledges can be acquired only through the successful completion of a directed course of study in an accredited college or university, which has scientific libraries, well equipped laboratories, and thoroughly trained instructors, who can evaluate the progress of the professional and scientific training competently.

##### § 24.71 Wildlife Biologist, GS-486-5-15, (all options), and Refuge Manager, GS-485-5-15 (all options).

(a) *Educational requirement.* (1) Applicants must have successfully completed one of the following:

(i) A full 4-year course of study in an accredited college or university leading to a bachelor's or higher degree with major study in zoology, wildlife management, or a closely related subject-matter field of biology. This course of study must have included at least 9 semester hours of course work in zoology and 6 semester hours in such wildlife courses as mammalogy, ornithology, animal ecology, or wildlife management, or equivalent study in the subject-matter field, supplemented by at least 9 semester hours in botany.

(ii) Successfully completed course work in an accredited college or university with major study in zoology, wildlife management, or a closely related subject-matter field of biology, including at least 9 semester hours in zoology and 6 semester hours in such wildlife courses as mammalogy, ornithology, animal

ecology, or wildlife management, or equivalent study in the subject-matter field, supplemented by at least 9 semester hours of botany, plus enough additional experience, or education, of an appropriate nature to total 4 years of experience and education or 4 years of education. The quality of this additional experience or education must have been such that, when combined with the required 24 semester hours in zoology, wildlife courses, and botany as enumerated above, it gives the applicant a technical knowledge comparable to that normally acquired through the successful completion of the full 4-year course of study described in subparagraph (i) of this paragraph.

(2) Applicants for positions which involve highly technical research, design or development, or similar complex scientific functions, must have successfully completed the full 4-year course of study described in subparagraph (1) (i) of this paragraph.

(b) *Duties.* (1) Wildlife Biologists perform professional and scientific work in connection with the conservation and management of wildlife, or in the determination, establishment, and application of the biological facts, principles, methods, techniques, and procedures necessary for the preservation, protection, and management of wildlife. This work may involve (i) study of distribution, habits, life history, and classification of birds, mammals, and other forms of wildlife, and of the relationship of these animals to agriculture and other interests throughout the nation; (ii) technical consideration of various phases of wildlife management which require a thorough understanding of wildlife and wildlife management; (iii) administration and management of various Federal wildlife programs; and (iv) research work which may involve study of the ecology of various forms in their natural environment, life history studies, wild-animal nutrition studies, bird and mammal disease investigations, development and testing of methods used to control populations of harmful species, management studies directed toward the management of specific forms or specific areas, etc.

(2) Refuge managers perform professional and scientific work of a somewhat similar but more highly specialized nature, where the work is directly concerned with the management of wildlife refuges, and of the diverse forms of wildlife found on these refuges, and with the administration and management of the Federal wildlife refuge program.

(c) *Knowledge and training requisite for performance of duties.* The duties of these positions cannot be performed successfully without a sound basic knowledge of the fundamental biological sciences and specialized scientific training in wildlife biology, since these duties are such that they require an exacting and detailed knowledge of these sciences. Appointees must have the ability to ap-

ply professional training and scientific knowledges to their work in order to solve specific problems, interpret and apply the results of research (both in the field of wildlife biology and in closely related fields), or do wildlife research. This required training and these required knowledges can be acquired only through the successful completion of a directed course of study in an accredited college or university, which has scientific libraries, well equipped laboratories, and thoroughly trained instructors, who can evaluate the progress of the professional and scientific training adequately.

(Sec. 11, 58 Stat. 390; 5 U.S.C. 860)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,  
Executive Assistant.

[F.R. Doc. 60-1519; Filed, Feb. 16, 1960;  
8:53 a.m.]

## Title 7—AGRICULTURE

### Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

#### PART 989—RAISINS PRODUCED FROM RAISIN VARIETY GRAPES GROWN IN CALIFORNIA

##### Modification of Procedure for Allocation to Handlers of Surplus Tonnage Raisins Offered for Sale in Export

The Raisin Administrative Committee, established under Marketing Agreement No. 109, as amended, and Order No. 89, as amended (7 CFR Part 989), regulating the handling of raisins produced from raisin variety grapes grown in California, has unanimously recommended for approval a modification of certain of the present procedure for the allocation to handlers of surplus tonnage raisins offered for sale in export. The said amended marketing agreement and order (hereinafter referred to as the "order") are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The committee made its recommendation pursuant to § 989.66(e) (5) of the order.

During the current crop year (beginning September 1, 1959) the committee has offered and sold to handlers, as provided in § 989.68, surplus tonnage raisins for sale in export. The handlers' shares of such offers have been determined in accordance with the provisions of § 989.66(e) (4). As provided in such provisions, the basis for determining handlers' shares changes on February 1 from the handlers' free tonnage acquisitions during the preceding crop year to their free tonnage acquisitions during the current crop year. For the first offer made after January 31 of the current crop year, the change would result in the respective share thereof for each of seven handlers being not more than zero. As a result of unexpected relative differences in handlers' acquisitions during the past crop year as compared with

their acquisitions during the current crop year, the committee has determined that such allocation procedure would not provide a suitable allocation for handlers and would interfere with the marketing of the remaining holdings of such pooled raisins for sale in export. Moreover, such allocation of offers of surplus tonnage raisins to handlers would not make each offer available to all handlers proportionately as would facilitate the disposition of such tonnage through handlers. In view of the quantity of 1959-60 surplus tonnage raisins remaining unsold, the continuing efforts of all handlers will be required to dispose of these raisins in export outlets. Raisins not exported may have to be carried over and disposed of in less remunerative, low-order outlets. The modified procedure, as hereinafter set forth, will make surplus tonnage raisins available to all handlers, proportionately, for export, facilitate export disposition of such raisins through handlers, and hence tend to effectuate the declared policy of the act.

Therefore, it is hereby ordered, That, for purposes of application to the remainder of the surplus tonnage raisins of the 1959-60 crop year (including any reserve tonnage which pursuant to § 989.67(c) becomes surplus tonnage on or after July 1, 1960), the procedure prescribed in § 989.66(e) (4) is, pursuant to § 989.66(e) (5), hereby modified as follows:

(1) In lieu of the procedure prescribed in subdivision (1) of § 989.66(e) (4), subsequent to January 31, 1960, each handler's share of an offer of surplus tonnage raisins of the 1959-60 crop year for sale in export shall be determined as the same proportion that the surplus tonnage held by him is of all the surplus tonnage held by all handlers.

(2) The procedure prescribed in subdivisions (iv), (v) and (vi) of § 989.66(e) (4) shall continue to apply with respect to all offers of surplus tonnage raisins of the 1959-60 crop year made subsequent to January 31, 1960, except that, in lieu of the second sentence of subdivision (iv), the following modification shall apply: "In the event any of the tonnage offered remains unpurchased at the close of any period the committee may prescribe for handlers to purchase from their holdings the committee shall provide for a second reoffer period in which any handler whose holdings of surplus tonnage raisins have been exhausted or who needs tonnage in excess of his holdings may participate in the reoffer. The committee shall allocate and deliver to any handler participating in such reoffer surplus tonnage raisins held by other handlers."

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice and engage in public rule making procedure, and that good cause exists for making the provisions hereof effective upon publication in the FEDERAL REGISTER and not postponing the effective time until 30 days after such publication (5 U.S.C. 1001-1011), in that: (1) This action is necessary to afford

an immediate opportunity to all handlers to purchase surplus tonnage raisins for export and thereby minimize the interval between the concluding date (February 6, 1960) of the committee's last offer of surplus tonnage raisins and the next offer of such raisins; (2) the modified procedure will permit the prompt resumption of sales of such surplus raisins to all handlers, which would not be the case in the absence of such modification; (3) such modification will eliminate unnecessary interference with the continued exportation of such raisins; (4) returns to producers with respect to such surplus tonnage are likely to be maximized by making it immediately available for sale to handlers for export; (5) this action was unanimously recommended by the Raisin Administrative Committee which represent all producers and handlers, and handlers are aware of the committee's recommendation; and (6) under the circumstances, handlers do not need additional time in order to avail themselves of, or to conduct their operations in accordance with, this modified procedure.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: February 12, 1960, to become effective upon publication in the FEDERAL REGISTER.

S. R. SMITH,  
Director,

Fruit and Vegetable Division.

[F.R. Doc. 60-1490; Filed, Feb. 16, 1960;  
8:47 a.m.]

## Title 9—ANIMALS AND ANIMAL PRODUCTS

### Chapter I—Agricultural Research Service, Department of Agriculture

#### SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

#### PART 78—BRUCELLOSIS IN DOMESTIC ANIMALS

##### Subpart D—Designation of Modified Certified Brucellosis-Free Areas, Public Stockyards, and Slaughter- ing Establishments

###### BRUCELLOSIS-FREE AREAS

Pursuant to § 78.16 of the regulations in Part 78, as amended, Title 9, Code of Federal Regulations, containing restrictions on the interstate movement of animals because of brucellosis, under sections 4, 5, and 13 of the Act of May 29, 1884, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and section 3 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 114a-1, 120, 121, 125), § 78.13 of said regulations designating modified certified brucellosis-free areas is hereby amended to read as follows:

##### § 78.13 Modified certified brucellosis-free areas.

The following States, or specified portions thereof, are hereby designated as modified certified brucellosis-free areas:

**Alabama:** Calhoun, Cherokee, Cleburne, Covington, De Kalb, Etowah, Geneva, Houston, Jackson, Marshall, and Randolph Counties;

**Arizona:** The entire State.

**Arkansas:** Baxter, Benton, Boone, Calhoun, Carroll, Clark, Cleburne, Cleveland, Columbia, Conway, Dallas, Faulkner, Franklin, Fulton, Garland, Grant, Hempstead, Hot Spring, Independence, Izard, Johnson, Lafayette, Logan, Madison, Marion, Montgomery, Nevada, Newton, Ouachita, Perry, Pike, Polk, Pope, Saline, Sebastian, Scott, Searcy, Sharp, Stone, Union, Van Buren, Washington, White, and Yell Counties;

**California:** Amador, Alpine, Butte, Calaveras, Colusa, Del Norte, El Dorado, Glenn, Humboldt, Inyo, Lake, Lassen, Marin, Modoc, Mono, Nevada, Placer, Sacramento, Shasta, Sierra, Siskiyou, Solano, Sutter, Tehama, Trinity, Yuba, and Yolo Counties;

**Colorado:** Alamosa, Archuleta, Chaffee, Conejos, Costilla, Custer, Delta, Denver, Dolores, Eagle, Garfield, Gunnison, Hinsdale, La Plata, Lincoln, Logan, Mesa, Moffat, Montezuma, Montrose, Ouray, Phillips, Pitkin, Pueblo, Rio Grande, Saguache, San Juan, San Miguel, Sedgwick and Washington Counties; Southern Ute Indian Reservation and Ute Mountain Ute Reservation;

**Connecticut:** The entire State;

**Delaware:** The entire State;

**Florida:** Baker, Bay, Calhoun, Columbia, Dixie, Escambia, Flagler, Franklin, Gadsden, Gilchrist, Gulf, Hamilton, Holmes, Jackson, Jefferson, Lafayette, Leon, Levy, Liberty, Madison, Nassau, Okaloosa, Santa Rosa, Suwannee, Taylor, Union, Wakulla, Walton, and Washington Counties;

**Georgia:** The entire State;

**Idaho:** Ada, Adams, Benewah, Bannock, Blaine, Boise, Bonner, Boundary, Butte, Camas, Canyon, Caribou, Cassia, Clark, Clearwater, Custer, Elmore, Franklin, Fremont, Gem, Gooding, Idaho, Jerome, Kootenai, Latah, Lemhi, Lewis, Lincoln, Minidoka, Nez Perce, Oneida, Owyhee, Payette, Power, Shoshone, Teton, Twin Falls, Valley, and Washington Counties; and Fort Hill Indian Reservation;

**Illinois:** Boone, Bond, Bureau, Champaign, Clay, Clinton, Coles, Cook, Cumberland, De Kalb, Du Page, Edgar, Effingham, Fayette, Ford, Greene, Grundy, Iroquois, Jo Daviess, Kane, Kankakee, Kendall, Lake, La Salle, Lawrence, Lee, Livingston, McHenry, McLean, Macon, Monroe, Moultrie, Ogle, Perry, Stephenson, Vermilion, Wabash, Washington, Will, Woodford, and Winnebago Counties;

**Indiana:** Adams, Allen, Benton, Blackford, Boone, Brown, Carroll, Cass, Clark, Clay, Clinton, Crawford, Daviess, Dearborn, Decatur, De Kalb, Delaware, Dubois, Elkhart, Floyd, Fulton, Grant, Greene, Hancock, Harrison, Hendricks, Henry, Howard, Huntingdon, Jackson, Jennings, Jasper, Jay, Johnson, Kosciusko, Lagrange, Lake, La Porte, Madison, Marion, Marshall, Martin, Miami, Noble, Ohio, Orange, Parks, Perry, Pike, Porter, Posey, Pulaski, Randolph, Ripley, Rush, Shelby, St. Joseph, Spencer, Starke, Steuben, Sullivan, Switzerland, Union, Vanderburgh, Vermillion, Vigo, Wabash, Warrick, Washington, Wayne, Wells, and Whitley Counties;

**Iowa:** Delaware and Fayette Counties;

**Kansas:** Decatur and Wyandotte Counties;

**Kentucky:** Anderson, Boyd, Bracken, Butler, Calloway, Campbell, Carter, Elliott, Floyd, Fulton, Graves, Greenup, Hickman, Hopkins, Jackson, Johnson, Larue, Lawrence, Lincoln, Metcalf, Morgan, Rockcastle, Rowan, Simpson, Todd, Trigg, Trimble, Warren and Wolfe Counties;

**Louisiana:** Assumption, Claiborne, and St. Landry Parishes;

**Maine:** The entire State;

**Maryland:** The entire State;

**Massachusetts:** The entire State;

**Michigan:** The entire State;

**Minnesota:** The entire State;

**Mississippi:** Alcorn, Attala, Benton, Choctaw, Clay, Forrest, Franklin, George, Greene, Hancock, Harrison, Itawamba, Jackson, Jasper, Jefferson Davis, Jones, Lamar, Leë, Monroe, Newton, Neshoba, Oktibbeha, Perry, Pike, Pontotoc, Prentiss, Smith, Tippah, Tishomingo, Union, Walthall, Webster, Winston, and Yalobusha Counties;

**Missouri:** Andrew, Bates, Berry, Bollinger, Boone, Butler, Cape Girardeau, Carroll, Cass, Chariton, Christian, Dade, Dallas, Daviess, Dent, Douglas, Franklin, Greene, Hickory, Iron, Jackson, Jasper, Jefferson, Lafayette, Lawrence, Lincoln, Monroe, Montgomery, Newton, Oregon, Osage, Perry, Pettis, Phelps, Polk, Putnam, Ralls, Ray, Reynolds, Ripley, St. Charles, St. Francois, St. Genevieve, Shelby, Stoddard, Texas, Warren, Webster, Worth, and Wright Counties;

**Montana:** Beaverhead, Blaine, Broadwater, Carbon, Carter, Cascade, Chouteau, Daniels, Dawson, Dear Lodge, Fallon, Fergus, Flathead, Gallatin, Garfield, Glacier, Granite, Hill, Jefferson, Judith Basin, Lake, Lewis and Clark, Liberty, Lincoln, McCone, Madison, Meagher, Mineral, Missoula, Musselshell, Park, Petroleum, Phillips, Powell, Prairie, Ravalli, Richland, Sanders, Silver Bow, Sheridan, Stillwater, Sweet Grass, Teton, Toole, Treasure, Valley, Wheatland, Wibaux, and Yellowstone Counties;

**Nebraska:** Adams, Butler, Cass, Cedar, Clay, Colfax, Dakota, Deuel, Dixon, Dodge, Douglas, Fillmore, Franklin, Furnas, Hall, Hamilton, Howard, Jefferson, Johnson, Madison, Merrick, Nance, Nemaha, Nuckolls, Pierce, Platte, Polk, Richardson, Saline, Sarpy, Saunders, Seward, Stanton, Thayer, Thurston, Washington, Wayne, and York Counties;

**Nevada:** The entire State;

**New Hampshire:** The entire State;

**New Jersey:** The entire State;

**New Mexico:** The entire State;

**New York:** The entire State;

**North Carolina:** The entire State;

**North Dakota:** Adams, Barnes, Benson, Bottineau, Bowman, Burke, Cass, Cavalier, Divide, Dunn, Emmons, Grand Forks, Foster, Grant, Griggs, Hettinger, McHenry, McKenzie, McLean, Mercer, Morton, Mountrail, Nelson, Oliver, Pembina, Pierce, Ramsey, Renville, Rolette, Sheridan, Sioux, Slope, Stark, Steele, Towner, Traill, Walsh, Ward, Wells, and Williams Counties;

**Ohio:** Athens, Belmont, Carroll, Columbiana, Cuyahoga, Drake, Fulton, Guernsey, Hancock, Henry, Hardin, Hocking, Jackson, Knox, Logan, Lucas, Marion, Mahoning, Meigs, Monroe, Morrow, Morgan, Muskingum, Noble, Ottawa, Paulding, Putnam, Sandusky, Scioto, Seneca, Shelby, Tuscarawas, Van Wert, Vinton, Washington, Wood, and Wyandot Counties;

**Oklahoma:** Delaware County;

**Oregon:** The entire State;

**Pennsylvania:** The entire State;

**Rhode Island:** The entire State;

**South Carolina:** Abbeville, Bamberg, Barnwell, Cherokee, Chester, Chesterfield, Clarendon, Darlington, Dillon, Greenwood, Hampton, Horry, Lancaster, Laurens, Lee, Lexington, McCormick, Marion, Marlboro, Newberry, Pickens, Saluda, Sumter, Union, and York Counties;

**South Dakota:** Butte, Campbell, Codington, Custer, Grant, Harding, Lawrence, Lincoln, Perkins, and Union Counties;

**Tennessee:** The entire State;

**Texas:** Brewster, Crane, Jeff Davis, Presidio, Ward, and Winkler Counties;

**Utah:** The entire State;

**Vermont:** The entire State;

**Virginia:** Accomack, Alleghany, Arlington, Bath, Bedford, Bland, Brunswick, Buchanan, Buckingham, Caroline, Charles City, Chesterfield, Clarke, Craig, Culpeper, Cumberland, Essex, Fairfax, Giles, Gloucester, Hanover, Henrico, Highland, Isle of Wight, James City, King & Queen, King George, King William, Lancaster, Lee, Loudoun,

Mathews, Middlesex, Nansemond, New Kent, Norfolk, Northampton, Northumberland, Orange, Page, Prince William, Princess Anne, Rappahannock, Richmond, Rockingham, Scott, Southampton, Spotsylvania, Stafford, Surry, Sussex, Westmoreland, Wise, Wythe, and York Counties, and City of Hampton;

**Washington:** The entire State;

**West Virginia:** Berkeley, Boone, Braxton, Brooke, Cabell, Calhoun, Clay, Doddridge, Fayette, Gilmer, Grant, Greenbrier, Hampshire, Hancock, Hardy, Harrison, Jackson, Jefferson, Kanawha, Lincoln, Lewis, Logan, McDowell, Marion, Marshall, Mason, Mercer, Mineral, Mingo, Monroe, Monongalia, Morgan, Nicholas, Ohio, Pendleton, Pleasants, Pocahontas, Putnam, Raleigh, Randolph, Roane, Summers, Taylor, Tucker, Tyler, Upshur, Wayne, Webster, Wetzel, Wirt, Wood, and Wyoming Counties;

**Wisconsin:** The entire State;

**Wyoming:** Big Horn, Fremont, Lincoln, Park, Uinta, and Weston Counties; and Lower Arapaho Cattle Association, Wind River Indian Reservation in Fremont County, Arapahoe Ranch Tribal Enterprise and Wind River Indian Reservation in Fremont and Hot Springs Counties;

**Puerto Rico:** The entire area;

**Virgin Islands of the United States:** The entire area.

(Secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 13, 65 Stat. 693, 21 U.S.C. 111-113, 114a-1, 120, 121, 125; 19 F.R. 74, as amended; 9 CFR 78.16)

**Effective date.** The foregoing amendment shall become effective upon publication in the FEDERAL REGISTER.

The amendment adds certain areas to those designated as modified certified brucellosis-free areas, which additional areas have been determined to come within the definition of § 78.1(i).

The amendment imposes certain restrictions necessary to prevent the spread of brucellosis in cattle and should be made effective promptly in order to accomplish its purpose in the public interest. Accordingly, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to public interest, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 12th day of February 1960.

R. J. ANDERSON,  
Director, Animal Disease Eradication Division, Agricultural Research Service.

[F.R. Doc. 60-1516; Filed, Feb. 16, 1960; 8:52 a.m.]

## Title 12—BANKS AND BANKING

### Chapter II—Federal Reserve System

#### SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

#### PART 204—RESERVES OF MEMBER BANKS

#### Classification of Central Reserve and Reserve Cities

In view of the recent changes in the provisions of law with respect to bank reserves (section 19 of the Federal Re-

serve Act; 12 U.S.C. 462), the Board of Governors of the Federal Reserve System has suspended until further notice subparagraph (4) of paragraph (b) of § 204.51 *Classification of central reserve and reserve cities*, which contemplates a triennial review.

Dated at Washington, D.C., this 10th day of February 1960.

[SEAL] MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 60-1468; Filed, Feb. 16, 1960;  
8:45 a.m.]

## Title 13—BUSINESS CREDIT AND ASSISTANCE

### Chapter I—Small Business Administration

[Amdt. 1]

### PART 107—SMALL BUSINESS INVESTMENT COMPANIES

#### Miscellaneous Amendments

The Small Business Investment Companies Regulation (23 F.R. 9383) is hereby amended by:

1. Inserting center heading "Statutory Provisions and Regulations" immediately preceding § 107.302 of this part.

2. Inserting center heading "Interpretations" immediately following § 107.308-12 of this part.

3. Adding §§ 107.1000 through 107.1009 as follows:

- Sec.
- 107.1000 Capital structure of licensees (interpreting section 302 of the Act).
  - 107.1001 Repayment of subordinated debentures (interpreting section 302 (a) of the Act).
  - 107.1002 Participation by SBA with a licensee under section 7(a) of the Small Business Act in an SBIC loan (interpreting sections 302 and 303 of the Act).
  - 107.1003 Collateral security for convertible debentures purchased by a licensee (interpreting section 304(c) of the Act).
  - 107.1004 Aid for agriculture (interpreting sections 304 and 305 of the Act).
  - 107.1005 Maturity of convertible debentures and long-term loans (interpreting §§ 107.304-1(b) and 107.305-1(b)).
  - 107.1006 Repayment of convertible debentures and long-term loans prior to maturity (interpreting §§ 107.304-1(b) and 107.305-1(c)).
  - 107.1007 Short-term loans by a licensee (interpreting § 107.305-1(b)).
  - 107.1008 Eligible investments for idle operating funds of SBICs (interpreting § 107.308-3).
  - 107.1009 Employment of funds provided small business concerns by licensees (interpreting § 107.308-9 (a)).

AUTHORITY: §§ 107.1000 to 107.1009 issued under sec. 308, Pub. Law 85-699, 72 Stat. 694.

§ 107.1000 Capital structure of licensees (interpreting section 302 of the Act).

Whenever capitalization of Licensee is to consist of more than one class of stock the voting rights and other rights and

remedies may not be inequitable or discriminatory, and may not unduly concentrate control or management of the Licensee through pyramiding, inequitable methods, or inequitable distribution. Full disclosure of all voting rights and other rights and remedies of all classes of stock must be made to all shareholders prior to their purchase of stock.

§ 107.1001 Repayment of subordinated debentures (interpreting section 302 (a) of the Act).

(a) Repayment of subordinated debentures must be made in such manner as not to reduce paid-in capital and surplus below the statutory minimum. This minimum is set by section 302(a) of the Act at \$300,000, and subordinated debentures are deemed to be a part of capital and surplus for the purpose (among other things) of providing this minimum.

(b) At the same time, the obligation of a Licensee to repay a subordinated debenture is absolute and binding, and is not limited to the availability of particular funds. For example, although subordinated debentures may be repaid from borrowed funds, such repayment may not be made unless capital and surplus is simultaneously maintained at or above the \$300,000 level.

(c) Thus, Licensees should be aware of their obligations under the terms of the debenture, and these obligations should be provided for in a manner which will insure compliance with the minimum capital requirements imposed by section 302 of the Act.

§ 107.1002 Participation by SBA with a licensee under section 7(a) of the Small Business Act in an SBIC loan (interpreting sections 302 and 303 of the Act).

Sections 302 and 303 of the Small Business Investment Act of 1958 limit the nature and degree of financial assistance which SBA is authorized to provide Licensees in conjunction with the financing which Licensees are empowered to render small business concerns. Under these limitations SBA cannot participate with a Licensee under section 7(a) of the Small Business Act or otherwise in loans made by Licensee to small business concerns.

§ 107.1003 Collateral security for convertible debentures purchased by a licensee (interpreting section 304(c) of the Act).

(a) Section 304(c) of the Act authorizes a Licensee purchasing convertible debentures from a small business concern to require that such concern refinance so as to render the Licensee its sole creditor and, except as provided in regulations issued by SBA, the small business concern must agree that it will not thereafter incur any indebtedness without first securing the approval of the Licensee, and giving the Licensee the first opportunity to finance such indebtedness.

(b) Debentures are commonly understood to be unsecured bonds without the protection of any specific pledge of property. The holder is protected by any property not otherwise pledged.

(c) Therefore the Act is interpreted as not authorizing collateral security for

convertible debentures purchased by Licensee from small business concerns.

§ 107.1004 Aid for agriculture (interpreting sections 304 and 305 of the Act).

The program established by the Investment Act is to aid business concerns, and the assistance available through such program cannot provide financial or other assistance to concerns engaged in agricultural activities, namely, those involving the production of crops and livestock. In cooperation with the Department of Agriculture, SBA has established certain basic guidelines to aid in the determination whether an operation is a business or agricultural enterprise.

(a) Concerns engaged solely or primarily in the purchase and resale of commodities, the manufacture, processing or marketing of commodities, or the sale of services to the public are considered to be engaged in a business enterprise. This includes the purchase of fruits, vegetables and flowers for resale, the packaging, freezing, or processing by other means, of meats, fruits, and vegetables, the slaughter of livestock and poultry, the operation of warehouses and cold storage plants, feed mills, and the operation of a feed yard for cattle where income is derived from the service operation of housing and feeding the animals.

(b) Concerns engaged solely or primarily in the production of agricultural commodities are considered to be engaged in an agricultural enterprise, which normally involves the cultivation of the land for the production of food and fiber. This would include concerns producing field crops, livestock, and nursery crops.

(c) A concern which is engaged in an agricultural enterprise as well as a business enterprise will be classified according to the predominant part of its operations, considering the time devoted to agriculture and business and the income derived from each.

§ 107.1005 Maturity of convertible debentures and long-term loans (interpreting §§ 107.304-1(b) and 107.305-1(b)).

Sections 107.304-1(b) and 107.305-1(b) set the minimum maturity of convertible debentures and long-term loans at five years. These paragraphs establish a minimum final maturity or term of the debentures and loans, and do not prevent Licensees from negotiating terms requiring amortization payments in reduction of the principal amount of either convertible debentures or long-term loans any time prior to their final maturity. However, during the first five years of any debenture or long-term loan, the amortization cannot be greater than the equivalent of five year straight-line amortization.

§ 107.1006 Repayment of convertible debentures and long-term loans prior to maturity (interpreting §§ 107.304-1(b) and 107.305-1(c)).

(a) Convertible debentures referred to in § 107.304-1(b) are callable, in whole or in part, by the issuer on any interest payment date, upon three months' no-

## RULES AND REGULATIONS

[Amdt. 1]

**PART 108—LOANS TO STATE AND LOCAL DEVELOPMENT COMPANIES****Miscellaneous Amendments**

The regulation governing loans to State and Local Development Companies (23 F.R. 10511) is hereby amended by:

1. Rescinding in its entirety § 108.2(c) and substituting the following in lieu thereof:

(c) "Small-business concern" for the purposes of a section 501 loan means a business concern which would qualify as a small business under § 107.103-1 of this chapter and for the purposes of a section 502 loan means a business concern which would qualify as a small business under § 121.3-10 of this chapter.

2. Rescinding all of § 108.502-1(b)(2) and substituting the following in lieu thereof:

(2) It is to finance the construction, acquisition, conversion or operation of recreational or amusement facilities unless such facilities contribute to the health or general well-being of the public;

3. Rescinding all of § 108.502-1(h) and substituting the following in lieu thereof:

(h) *Interest rate.* The interest rate on a direct section 502 loan to a development company and on SBA's share of a section 502 loan made in participation with another lending institution shall be 5½ per cent per annum; *Provided, however,* That where the interest on the share of the loan of the bank or other lending institution in a deferred or immediate participation loan is less than 5½ per cent per annum, then the rate on SBA's share of the loan shall be at the same rate but not less than 5 per cent per annum. For the purposes of this paragraph, bank's share of a deferred participation shall be the entire amount of the loan until such time as SBA shall actually purchase its participation.

4. Rescinding all of § 108.501-1(b)(4) (i) and substituting the following in lieu thereof:

(4) *Loan purposes.* (i) Subject to the approval of SBA, the proceeds of loans to State development companies may be used to provide equity capital and make long-term loans to small-business concerns: *Provided, however,* That such proceeds may not be used for investments and loans involving enterprises which derive a substantial portion of their gross income from the sale of alcoholic beverages. For the purpose of this section a long-term loan shall have a final maturity of not less than five years. State development companies may use section 501 loan proceeds to purchase capital stock in, or to relend to, small-business concerns in need of assistance to finance their operations, growth, expansion or modernization: *Provided, however,* That said authority to purchase or otherwise acquire capital stock or any other proprietary interest

in a borrower shall extend only to State development companies which are owned and controlled by private interests.

5. The foregoing amendment is effective upon publication in the FEDERAL REGISTER.

Dated: February 12, 1960.

PHILIP MCCALLUM,  
Administrator.

[F.R. Doc. 60-1518; Filed, Feb. 16, 1960; 8:53 a.m.]

**Title 20—EMPLOYEES' BENEFITS****Chapter II—Railroad Retirement Board****PART 210—EXECUTION AND FILING OF AN APPLICATION FOR AN ANNUITY****PART 345—EMPLOYERS' CONTRIBUTIONS AND CONTRIBUTION REPORTS****Correction**

In Federal Register Document 60-1004 of the issue dated February 2, 1960 (25 F.R. 864), the heading of § 210.6(b), change the word "individual" to "individual's".

In Federal Register Document 59-10674 of the issue dated December 17, 1959 (24 F.R. 10199), in the first sentence of § 345.1, change the word "or" following the word "below" to "of".

Dated: February 9, 1960.

By authority of the Board.

MARY B. LINKINS,  
Secretary of the Board.

[F.R. Doc. 60-1487; Filed, Feb. 16, 1960; 8:47 a.m.]

**Title 14—AERONAUTICS AND SPACE****Chapter III—Federal Aviation Agency****SUBCHAPTER C—AIRCRAFT REGULATIONS**

[Reg. Docket No. 276; Amdt. 103]

**PART 507—AIRWORTHINESS DIRECTIVES****Rolls-Royce Dart 510 Engines**

There have been four recent cases of failure of the impeller shaft, P/N 10543/16719 on the Rolls-Royce Dart 510 engine which resulted in complete loss of engine power. Since safety is affected by this type of failure, it is necessary to require replacement of the shafts which have been in operation for 6,000 hours or more. In the interest of safety the Administrator finds that notice and public procedure hereon are impracticable and that good cause exists for making this amendment effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing § 507.10(a), (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

tice, provided any partial call is in reasonable amounts, not less than \$1,000.

(b) Under the provisions of § 107.305-1(c) pertaining to repayment of long-term loans, the borrower may on any interest payment date, make payment, in whole or in part, of the face amount of loans plus accrued interest, provided any partial payment is in reasonable amounts, not less than \$1,000.

§ 107.1007 Short-term loans by a licensee (interpreting § 107.305-1(b)).

The question has arisen as to whether a Licensee may purchase convertible debentures from a real estate developer-builder and follow up with a less than five-year maturity construction loan to such builder. Such a short-term loan would not be within the exception of § 107.305-1(b), permitting loans for terms of less than five years when necessary to protect the interest of a Licensee in an existing long-term loan, convertible debentures or stock. The exception for short-term loans is an emergency privilege which is available only if unavailable and as a necessity for the protection of a prior loan or investment.

§ 107.1008 Eligible investments for idle operating funds of SBICs (interpreting § 107.308-3).

Under the provisions of § 107.308-3 a Licensee may invest funds not reasonably needed for current operations in U.S. Treasury bonds, notes, certificates, and bills; U.S. Savings bonds, Series E and Series H; and Federal Housing Administration debentures. Investment is not permitted in securities of the Federal Intermediate Credit Banks, Federal National Mortgage Association, Federal Home Loan Banks, Federal Land Banks, Banks for Cooperatives, or International Bank for Reconstruction and Development (World Bank).

§ 107.1009 Employment of funds provided small business concerns by licensees (interpreting § 107.308-9(a)).

(a) The question has been raised as to whether Licensee may provide loans to concerns known as professional associations. Such associations would transfer the proceeds of loans from Licensee to institutions and professional people in exchange for interest-bearing time notes.

(b) Section 107.308-9(a) is interpreted to provide that funds supplied small business concerns by Licensee may not be invested, loaned, or otherwise transferred by such small business concerns for use by others in exchange for an equity interest or promise to repay. Therefore the type of financing described above is not permitted. Similarly, such funds may not be used for financing factoring operations, or for the purchase of commercial paper.

PHILIP MCCALLUM,  
Administrator.

FEBRUARY 12, 1960.

[F.R. Doc. 60-1517; Filed, Feb. 16, 1960; 8:52 a.m.]

**ROLLS-ROYCE.** Applies to Dart 510 engines. Compliance required as indicated.

In order to prevent failure of impeller shaft, P/N 10543/16719, the following action shall be taken:

Beginning April 20, 1960, all impeller shafts, P/N 10543/16719, which have been in operation for 6,000 hours or more, shall be replaced by new impeller shafts of the same part number or by any subsequently approved impeller shafts.

(Rolls-Royce Modification 378 covers this subject.)

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on February 10, 1960.

JAMES T. PYLE,  
Acting Administrator.

[F.R. Doc. 60-1478; Filed, Feb. 16, 1960; 8:46 a.m.]

#### SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-LA-36]

[Amdt. 213]

### PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 246]

#### PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

##### Revocation of Federal Airway, Associated Control Areas and Designated Reporting Points

On September 25, 1959, a Notice of Proposed Rule-Making was published in the *FEDERAL REGISTER* (24 F.R. 7733) stating that the Federal Aviation Agency was proposing to revoke in its entirety Blue Federal airway No. 51 which extends from Wendover, Utah, to Dubois, Idaho, together with its associated control areas and designated reporting points, and to delete Blue 51 from the description of the Idaho Falls, Idaho, control area extension.

No comments were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 4530), and for the reasons set forth in the Notice, the proposed amendments are adopted without change and set forth below:

1. Section 600.651 *Blue Federal airway No. 51 (Wendover, Utah, to Dubois, Idaho)*, is revoked.

2. Section 601.651 *Blue Federal airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho)*, is revoked.

3. In the text of § 601.1198 *Control area extension (Idaho Falls, Idaho)*, delete: "Blue Federal airway No. 51," and substitute therefor, "VOR Federal airway No. 269."

No. 33—2

4. Section 601.4651 *Blue Federal airway No. 51 (Wendover, Utah, to Dubois, Idaho)*, is revoked.

These amendments shall become effective 0001 e.s.t. April 7, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

GEORGE S. CASSADY,  
Acting Director, Bureau of  
Air Traffic Management.

[F.R. Doc. 60-1471; Filed, Feb. 16, 1960; 8:45 a.m.]

[Airspace Docket No. 59-WA-197]

[Amdt. 208]

### PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 232]

#### PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

##### Modification of Federal Airway, Associated Control Areas, Reporting Points and Control Area Extension

On October 28, 1959, a Notice of Proposed Rule-Making was published in the *FEDERAL REGISTER* (24 F.R. 8748) stating that the Federal Aviation Agency was proposing to revoke the segment of Red Federal airway No. 19 with associated control areas between Flint, Mich., and Akron, Ohio.

As stated in the Notice, Red Federal airway No. 19 presently extends from Traverse City, Mich., to Akron, Ohio; from Remington, Va., to Quantico, Va.; and from Brooke, Va., to Norfolk, Va. The Federal Aviation Agency IFR peak-day survey for the period July 1, 1958, through June 30, 1959, showed less than 10 aircraft movements for the segment of Red 19 between Flint, Mich., and Akron. On the basis of the survey, the retention of this segment and its associated control areas is unjustified as an assignment of airspace and the revocation thereof is in the public interest. This revocation will result in Red 19 extending from Traverse City to Flint; from Remington to Quantico; and from Brooke to Norfolk. Section 601.4219 relating to the associated designated reporting points is amended accordingly. Although not mentioned in the Notice, revocation of this segment of Red 19 necessitates a modification of the Grosse Ile, Mich., control area extension. Red 19 presently comprises the northeast boundary of the control area extension. The Federal Aviation Agency is replacing Red 19 in the description of the Grosse Ile control area extension with VOR Federal airway No. 133. The airspace encompassed by this modification is approximately the same as that presently designated.

No adverse comments were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 600.219 (24 F.R. 10497, 25 F.R. 336) § 601.219 (24 F.R. 10544) § 601.4219 (24 F.R. 10594) and § 601.1117 (24 F.R. 10553) are amended as follows:

1. Section 600.219 *Red Federal airway No. 19 (Traverse City, Mich., to Norfolk, Va.)*.

(a) In the caption, delete "(Traverse City, Mich., to Norfolk, Va.)" and substitute therefor, "(Traverse City, Mich., to Flint, Mich.; Remington, Va., to Quantico, Va.; and Brooke, Va., to Norfolk, Va.)".

(b) In the text, delete "Flint, Mich., ILS outer Marker; Detroit, Mich., radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Akron, Ohio, radio range to the Akron, Ohio, radio range station." and substitute therefor, "to the Flint, Mich., ILS outer marker compass locator."

2. In the caption of § 601.219 *Red Federal airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.)*, delete "(Traverse City, Mich., to Norfolk, Va.)" and substitute therefor, "(Traverse City, Mich., to Flint, Mich.; Remington, Va., to Quantico, Va.; and Brooke, Va., to Norfolk, Va.)".

3. In the caption of § 601.4219 *Red Federal airway No. 19 (Traverse City, Mich., to Norfolk, Va.)*, delete "(Traverse City, Mich., to Norfolk, Va.)" and substitute therefor, "(Traverse City, Mich., to Flint, Mich.; Remington, Va., to Quantico, Va.; and Brooke, Va., to Norfolk, Va.)".

4. In the text of § 601.1117 *Control area extension (Grosse Ile, Mich.)*, delete "on the northeast by Red Federal airway No. 19" and substitute therefor "on the northeast by VOR Federal airway No. 133".

These amendments shall become effective 0001 e.s.t. April 7, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

GEORGE S. CASSADY,  
Acting Director, Bureau of  
Air Traffic Management.

[F.R. Doc. 60-1472; Filed, Feb. 16, 1960; 8:45 a.m.]

[Airspace Docket No. 59-HO-5]

[Amdt. 204]

### PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 66]

#### PART 608—RESTRICTED AREAS

##### Designation and Revocation of Restricted Area and Modification of Federal Airways

On July 25, 1959, a Notice of Proposed Rule-Making was published in the *FED-*

ERAL REGISTER (24 F.R. 5973) stating that the Federal Aviation Agency was proposing to designate a restricted area at Kauna Point, Hawaii; revoke the West Molokai, Hawaii, Restricted Area; enlarge the Kahuka Point, Hawaii, Restricted Area; and modify the Kaneohe, Hawaii, control area extension.

As stated in the Notice, the Kauna Point Restricted Area (R-574) would comprise an area of approximately five by twenty miles, unlimited in altitude, and would be designated during daylight hours, Monday through Friday. The activities to be conducted will be bombing and rocket firing. Subsequent to the Notice, information has been received that an altitude limit of 50,000 feet will contain the activity proposed, therefore, the designated altitudes of the Kauna Point restricted area will be designated from the surface to 50,000 feet MSL. A comment was received objecting to the location of the on-shore boundary of the restricted area. In light of the comment, reevaluation of the area indicates that relocation of the proposed boundary would provide little benefit to aviation interests since such relocation would create increased hazard by placing the on-shore boundary closer to the target. In addition, topographical considerations indicate no appreciable benefit would result from relocation of the on-shore boundary as suggested. Therefore, the Federal Aviation Agency is designating the Kauna Point, Hawaii, Restricted Area (R-574) at the location proposed.

As stated in the Notice, it was proposed to revoke the West Molokai Restricted Area (R-325). This restricted area is a circular area five miles in radius at the west end of Molokai Island adjacent to Red Hawaiian Federal airway No. 87, Hawaiian VOR Federal airway No. 2, and within the limits of Hawaiian VOR Federal airway No. 8. Activity within this restricted area, which materially reduces air traffic management capabilities on these airways, is being transferred to the Kauna Point restricted area. Therefore, the Federal Aviation Agency is revoking the West Molokai Restricted Area (R-325), and modifying the description of Hawaiian VOR Federal airway No. 8 to delete reference to this restricted area. Although not mentioned in the Notice, the description of Hawaiian VOR Federal airway No. 7 is also modified to delete reference to Restricted Area (R-325).

Although the Notice included the proposed enlargement of Kahuka Point, Restricted Area (R-323) and proposed modification of the Oahu, Hawaii, control area extension to exclude the airspace within the enlarged area, action is being deferred at this time to permit further evaluation.

No adverse comments other than that mentioned above were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the following action is taken:

1. In the text of § 600.6407 *Hawaiian VOR Federal airway No. 7* (24 F.R. 10526), delete "The portion of this airway which overlaps the Molokai Restricted Area (R-325) is excluded."

2. In the text of § 600.6408 *Hawaiian VOR Federal airway No. 8* (24 F.R. 10526), delete "The portion of this airway which overlaps the west Molokai Restricted Area (R-325) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control."

3. In § 608.62, the West Molokai, Hawaii, Restricted Area (R-325) (Hawaiian Island Chart) (23 F.R. 8591) is revoked.

4. In § 608.62, add "Kauna Point, Hawaii, Restricted Area (R-574) (Hawaiian Island Chart) (23 F.R. 8591)."

*Description by geographical coordinates.* The area bounded by a line from latitude 19°15'00" N., longitude 155°56'00" W.; to latitude 18°58'43" N., longitude 155°47'30" W.; to latitude 18°56'22" N., longitude 155°47'30" W.; thence northwest along a line at a distance of 3 nautical miles from the shoreline of the Island of Hawaii, to latitude 19°14'35" N., longitude 155°57'30" W.; and thence directly to the point of beginning.

*Designated altitudes.* Surface to 50,000 feet MSL.

*Time of designation.* Sunrise to sunset, Monday through Friday.

*Controlling agency.* Commander, Fleet Air Hawaii, Barbers Point, Oahu, Hawaii.

These amendments shall become effective 0001 e.s.t. April 7, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

JAMES T. PYLE,  
*Acting Administrator.*

[F.R. Doc. 60-1477; Filed, Feb. 16, 1960; 8:46 a.m.]

[Airspace Docket No. 59-WA-318]

[Amdt. 264]

## PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

### Modification of Control Zone and Control Area Extension

On November 11, 1959, a Notice of Proposed Rule-Making was published in the FEDERAL REGISTER (24 F.R. 9207) stating that the Federal Aviation Agency proposed a modification of the Terre Haute, Ind., control zone and control area extension in conjunction with the relocation of the Terre Haute VOR.

No comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) and for the reasons set forth in the no-

tice, the proposed amendment is hereby adopted without change and set forth below:

1. Section 601.2125 is amended to read:

§ 601.2125 *Terre Haute, Ind., control zone.*

Within a 5-mile radius of the geographical center of Hulman Field, Terre Haute, Ind., (latitude 39°27'07" N., longitude 87°18'28" W.) within two miles either side of the 052° T radial of the Terre Haute VOR from the 5-mile radius zone to a point 12 miles NE of the VOR, and within 2 miles either side of a line bearing 047° T from the Terre Haute RBN, beginning at the 5-mile radius zone and extending to a point 12 miles NE of the Terre Haute RBN.

2. Section 601.1244 is amended to read:

§ 601.1244 *Control area extension (Terre Haute, Ind.).*

Within a 15-mile radius of the Terre Haute, Ind., VOR.

This amendment shall become effective 0001 e.s.t. August 25, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

GEORGE S. CASSADY,  
*Acting Director, Bureau of Air Traffic Management.*

[F.R. Doc. 60-1473; Filed, Feb. 16, 1960; 8:45 a.m.]

[Airspace Docket No. 59-WA-409; Amdt. 137]

## PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

### Modification of Control Area Extension and Revocation of Reporting Point

The purpose of these amendments to §§ 601.1299 and 601.4216 of the regulations of the Administrator is to modify the Valdosta, Ga., control area extension and revoke the Macon, Ga., radio range as a designated reporting point.

The Valdosta control area extension is partially described by Red Federal airway No. 16, and Red Federal airway No. 30. Red 16 has been revoked between Albany, Ga., and Macon, Ga. Moreover, in the interest of uniformity in control area extension descriptions, victor airways are being utilized in place of colored airways. Therefore, VOR Federal airway No. 22 is being substituted for Red 30, and VOR Federal airway No. 35 is being substituted for Red 16 in the description of the Valdosta control area extension. The airspace encompassed by these modifications is essentially the same as that presently designated. In addition, since there are no longer colored airways designated via the Macon radio range, this point is being revoked as a designated reporting point.

Since these amendments impose no additional burden on the public, compliance with the Notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 601.1299 (24 F.R. 10562) and § 601.4216 (24 F.R. 10594) are amended as follows:

1. Section 601.1299 is amended to read:

**§ 601.1299 Control area extension (Valdosta, Ga.).**

All that airspace bounded on the N by latitude 32°00'00" N., on the east by VOR Federal airway No. 5, on the S by VOR Federal airway No. 22, and on the west by VOR Federal airway No. 35.

2. In the text of § 601.4216 *Red Federal airway No. 16 (Tallahassee, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.)*, delete "Macon, Ga., RR.;"

These amendments shall become effective 0001 e.s.t., March 10, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

GEORGE S. CASSADY,  
Acting Director, Bureau of  
Air Traffic Management.

[F.R. Doc. 60-1474; Filed, Feb. 16, 1960;  
8:45 a.m.]

[Airspace Docket No. 59-LA-19; Amdt. 75]

**PART 608—RESTRICTED AREAS**

**Designation of Restricted Area/Military Climb Corridor**

On November 18, 1959, a Notice of Proposed Rule Making was published in the *FEDERAL REGISTER* (24 F.R. 9313) stating that the Federal Aviation Agency proposed to designate a restricted area/military climb corridor at Glasgow AFB, Glasgow, Mont.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, and for reasons set forth in the Notice, the following action is taken:

In § 608.34 *Montana*, add:

Glasgow, Mont., (Glasgow AFB) Restricted Area/Military Climb Corridor (R-580) (Williston Chart)

**Description.** That area centered on the 299° True radial of the Glasgow TACAN extending from 5 statute miles NW of the airbase to 30 statute miles NW of the airbase having a width of 2 statute miles at the beginning and a width of 4.6 statute miles at the outer extremity.

**Designated altitudes:**

4,800' MSL to 17,800' MSL from 5 statute miles NW of the airbase to 6 statute miles NW of the airbase.

4,800' MSL to 26,800' MSL from 6 to 7 statute miles NW of the airbase.

4,800' MSL to 27,000' MSL from 7 to 10 statute miles NW of the airbase.

8,800' MSL to 27,000' MSL from 10 to 15 statute miles NW of the airbase.

12,800' MSL to 27,000' MSL from 15 to 20 statute miles NW of the airbase.

17,800' MSL to 27,000' MSL from 20 to 25 statute miles NW of the airbase.

21,800' MSL to 27,000' MSL from 25 to 30 statute miles NW of the airbase.

**Time of designation.** Continuous.

**Controlling agency.** Glasgow AFB, Approach Control.

This amendment shall become effective 0001 e.s.t., April 7, 1960.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

JAMES T. PYLE,  
Acting Administrator.

[F.R. Doc. 60-1475; Filed, Feb. 16, 1960;  
8:46 a.m.]

[Airspace Docket No. 59-LA-80; Amdt. 70]

**PART 608—RESTRICTED AREAS**

**Revocation of Restricted Area**

The purpose of this amendment to Part 608 of the regulations of the Administrator is to revoke the San Miguel Island, Calif., Restricted Area (R-288) (San Francisco Chart).

The United States Navy stated that they no longer have a requirement for Restricted Area R-288. Therefore, this area is unjustified as an assignment of airspace and revocation thereof will be in the public interest.

Since this amendment reduces a burden on the public, compliance with the Notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, the following action is taken:

In § 608.14, the San Miguel Island, Calif., Restricted Area (R-288) (San Francisco Chart) (23 F.R. 8578) is revoked.

This amendment shall become effective upon the date of publication in the *FEDERAL REGISTER*.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on February 10, 1960.

JAMES T. PYLE,  
Acting Administrator.

[F.R. Doc. 60-1476; Filed, Feb. 16, 1960;  
8:46 a.m.]

[Reg. Docket No. 275; Amdt. 57]

**PART 610—MINIMUM EN ROUTE IFR ALTITUDES**

**Miscellaneous Alterations**

The minimum en route IFR altitudes appearing hereinafter have been coordinated with interested members of the industry in the regions concerned insofar as practicable. The altitudes are adopted without delay in order to provide for safety in air commerce. Pursuant to authority delegated to me by the Administrator (24 F.R. 5662), I find that a situation exists requiring immediate action in the interest of safety, that notice and public procedure hereon are impracticable, and that good cause exists for making this amendment effective on less than thirty days notice.

Part 610 is amended as follows:

Section 610.15 *Green Federal airway 5* is amended to read in part:

From Smithville, Tenn.; LF/RBN; to Knoxville, Tenn.; LFR; MEA 5,000.

Section 610.16 *Green Federal airway 6* is amended to read in part:

From Palacios, Tex.; LFR; to Houston, Tex.; LFR; MEA 1,500.

Section 610.106 *Amber Federal airway 6* is amended to read in part:

From Nashville, Tenn.; LFR; to Bowling Green, Ky.; LFR; MEA 3,000.

Section 610.106 *Amber Federal airway 6* is amended to delete:

From Akron, Ohio, LFR; to Parkman INT, Ohio; MEA 2,500.

Section 610.205 *Red Federal airway 5* is amended to read:

From Sioux Falls, S. Dak.; LFR; to Minneapolis, Minn.; LFR; MEA 3,000.

Section 610.230 *Red Federal airway 30* is amended to read in part:

From Crestview, Fla.; LFR; to Tallahassee, Fla.; LFR; MEA 1,500.

Section 610.615 *Blue Federal airway 15* is amended to read:

From Akron, Ohio, ILS/LOM; to Hubbard, Ohio, LF/RBN; MEA 3,000.

Section 610.676 *Blue Federal airway 76* is deleted:

Section 610.1001 *Direct routes—U.S.* is amended by adding:

From Grand Isle, La., via 140M from GNI; to Fox Trot-Two INT, Gulf of Mexico; MEA \*1,500. \*For that airspace over U.S. territory.

Section 610.6002 *VOR Federal airway 2* is amended to read in part:

From Minneapolis, Minn.; VOR; to Prescott INT, Minn.; MEA 2,600.

From Prescott INT, Minn.; to Nodine, Minn.; VOR; MEA 2,800.

From Utica, N.Y.; VOR; to \*Mariaville INT, N.Y.; MEA 3,000. \*5,000—MRA.

From Mariaville INT, N.Y.; to Albany, N.Y.; VOR; MEA 3,000.

Section 610.6003 *VOR Federal airway 3* is amended to read in part:

From St. George INT, S.C.; to Manning INT, S.C.; MEA \*7,000. \*1,200—MOCA.

From Manning INT, S.C.; to Florence, S.C.; VOR; MEA 1,900.

Section 610.6004 *VOR Federal airway 4* is amended to read in part:

From Excelsior INT, Mo., via N alter.; to \*Tina INT, Mo., via N alter.; MEA 3,000. \*3,100—MRA.

Section 610.6005 *VOR Federal airway 5* is amended to read in part:

From Bowling Green, Ky.; VOR via E alter.; to Campbellsville INT, Ky.; via E alter.; MEA \*3,000. \*2,400—MOCA.

From Campbellsville INT, Ky.; via E alter.; to New Hope, Ky.; VOR via E alter.; MEA 2,400.

Section 610.6006 *VOR Federal airway 6* is amended to read in part:

From Half Moon Bay INT, Calif.; to Oakland, Calif.; VORTAC; MEA 4,000.

From Oakland, Calif., VORTAC; to Sacramento, Calif., VOR; MEA 4,000.

From Bay Point, Calif., FM; to Sacramento, Calif., VOR eastbound only; MEA 2,000.

From Oakland, Calif., VORTAC via S alter.; to Altamont INT, Calif., via S alter.; MEA 5,000. \*4,000—MCA Altamont INT, westbound.

From Selinsgrove, Pa., VOR; to Allentown, Pa., VOR; MEA 4,000.

From Allentown, Pa., VOR; to Solberg, N.J., VOR; MEA 2,500.

From Solberg, N.J., VOR; to Idlewild, N.Y., VORTAC; MEA 2,000.

**Section 610.6008 VOR Federal airway 8 is amended to read in part:**

From Akron, Colo., VOR via N alter.; to Holyoke INT, Colo., via N alter.; MEA 5,600. \*7,000—MRA.

**Section 610.6012 VOR Federal airway 12 is amended to delete:**

From Pittsburgh, Pa., VOR via N alter.; to New Alexandria INT, Pa., via N alter.; MEA 3,000. \*4,000—MCA New Alexandria INT, southeastbound.

From New Alexandria INT, Pa., via N alter.; to Johnstown, Pa., VOR via N alter.; MEA 4,500.

**Section 610.6012 VOR Federal airway 12 is amended by adding:**

From Johnstown, Pa., VOR via S alter.; to St. Thomas, Pa., VOR via S alter.; MEA 4,500.

From St. Thomas, Pa., VOR via S alter.; to Harrisburg, Pa., VOR via S alter.; MEA 4,000.

**Section 610.6013 VOR Federal airway 13 is amended to read in part:**

From Mason City, Iowa, VORTAC; to Hope INT, Minn.; MEA 2,800.

From Hope INT, Minn.; to Cannon City INT, Minn.; MEA 2,400. \*2,800—MRA.

From Cannon City INT, Minn.; to Farmington, Minn., VOR; MEA 2,400.

From Mason City, Iowa, VORTAC via W alter.; to Waseca INT, Minn., via W alter.; MEA \*4,300. \*4,300—MRA. \*2,600—MOCA.

From Waseca INT, Minn., via W alter.; to Lydia INT, Minn., via W alter.; MEA \*4,300. \*2,300—MOCA.

From Lydia INT, Minn., via W alter.; to Prior INT, Minn., via W alter.; MEA 2,400.

From Prior INT, Minn., via W alter.; to Minneapolis, Minn., VOR via W alter.; MEA 2,500.

From Ft. Smith, Ark., VOR; to Chester INT, Ark.; MEA 3,500. \*4,500—MRA.

**Section 610.6014 VOR Federal airway 14 is amended to read in part:**

From Utica, N.Y., VOR; to Mariaville INT, N.Y.; MEA 3,000. \*5,000—MRA.

From Mariaville INT, N.Y.; to Albany, N.Y., VOR; MEA 3,000.

**Section 610.6016 VOR Federal airway 16 is amended to read in part:**

From Salt Flat, Tex., via N alter.; to Lee INT, Tex., via N alter.; MEA 10,800. \*10,000—MCA Salt Flat VOR, eastbound. \*\*10,000—MCA Lee INT, westbound.

From Lee INT, Tex., via N alter.; to Wink, Tex., VOR via N alter.; MEA \*7,000. \*5,000—MOCA.

From Nashville, Tenn., VOR via N alter.; to Shop Spring INT, Tenn., via N alter.; MEA \*2,500. \*3,000—MRA. \*\*2,000—MOCA.

From Shop Spring INT, Tenn., via N alter.; to Hickman INT, Tenn., via N alter.; MEA \*2,500. \*2,000—MOCA.

**Section 610.6018 VOR Federal airway 18 is amended to read in part:**

From Raytown INT, Ga.; to Appling INT, Ga.; MEA 1,800. \*2,500—MRA.

From Appling INT, Ga.; to Augusta, Ga., VOR; MEA 1,800.

**Section 610.6020 VOR Federal airway 20 is amended to read in part:**

From Evergreen, Ala., VOR; to Pine Apple INT, Ala.; MEA 1,800. \*2,600—MRA.

From Pine Apple INT, Ala.; to Greenville INT, Ala.; MEA 1,800. \*3,700—MRA.

From Greenville INT, Ala.; to Calhoun INT, Ala.; MEA 1,800. \*6,000—MRA.

From Calhoun INT, Ala.; to Montgomery, Ala., VOR; MEA 1,800.

From Spartanburg, S.C., VOR; to Waco INT, S.C.; MEA 2,700.

From Waco INT, S.C.; to Barber INT, S.C.; MEA \*3,000. \*2,400—MOCA.

**Section 610.6022 VOR Federal airway 22 is amended to read in part:**

From Pensacola (NAS), Fla., VOR; to Milton INT, Fla.; MEA \*\*2,000. \*2,200—MRA. \*\*1,700—MOCA.

From Milton INT, Fla.; to Harold INT, Fla.; MEA \*\*2,000. \*2,200—MRA. \*\*1,700—MOCA.

**Section 610.6023 VOR Federal airway 23 is amended to read in part:**

From Fresno, Calif., VOR; to Woodward INT, Calif.; MEA 4,000.

From Woodward INT, Calif.; to Linden, Calif., VOR; MEA 3,000.

From Linden, Calif., VOR; to Sacramento, Calif., VOR; MEA 2,000.

From Fresno, Calif., VOR via W alter.; to Mendota INT, Calif., via W alter., westbound, MEA 4,500; eastbound, MEA 2,000.

From Mendota INT, Calif., via W alter.; to Los Banos, Calif., VOR via W alter.; MEA 4,500.

From Los Banos, Calif., VOR via W alter.; to Volta INT, Calif., via W alter.; MEA 5,000.

From Volta INT, Calif., via W alter.; to Stockton, Calif., VOR via W alter.; MEA 3,000.

From Stockton, Calif., VOR via W alter.; to Sacramento, Calif., VOR via W alter.; MEA 2,000.

**Section 610.6024 VOR Federal airway 24 is amended to read in part:**

From Redwood Falls, Minn., VOR; to Waseca INT, Minn.; MEA \*\*3,400. \*4,300—MRA. \*\*2,500—MOCA.

From Waseca INT, Minn.; to Hope INT, Minn.; MEA \*3,400. \*2,400—MOCA.

From Hope INT, Minn.; to Rochester, Minn., VOR; MEA 2,400.

From Rochester, Minn., VOR; to Preston INT, Minn.; MEA 2,400.

From Preston INT, Minn.; to Lone Rock, Wis., VOR; MEA 2,600.

**Section 610.6026 VOR Federal airway 26 is amended to read in part:**

From Lydia INT, Minn.; to Farmington, Minn., VOR; MEA 2,200.

From Farmington, Minn., VOR; to Prescott INT, Minn.; MEA 2,200.

From Prescott INT, Minn.; to El Paso INT, Minn.; MEA 2,400.

**Section 610.6028 VOR Federal airway 28 is amended to read:**

From Oakland, Calif., VORTAC; to Altamont INT, Calif.; MEA 5,000. \*4,000—MCA Altamont INT, westbound.

From Altamont INT, Calif.; to Linden, Calif., VOR; MEA 3,000.

From Linden, Calif., VOR; to Spring Hill INT, Calif.; MEA \*\*10,000. \*6,500—MCA Linden VOR, northeastbound. \*\*8,000—MOCA.

From Spring Hill INT, Calif.; to Reno, Nev., VOR; MEA 13,000. \*13,000—MCA Spring Hill INT, northeastbound. \*\*10,500—MCA Reno VOR, southwestbound.

**Section 610.6035 VOR Federal airway 35 is amended to read in part:**

From Tri-City, Tenn., VOR; to Blackford, Va., VOR; MEA 6,200.

From Blackford, Va., VOR; to Charleston, W. Va. VORTAC; MEA 4,500.

**Section 610.6039 VOR Federal airway 39 is amended to read in part:**

From Lancaster, Pa., VOR; to Reinholds INT, Pa.; MEA 2,500.

From Reinholds INT, Pa.; to Allentown, Pa., VOR; MEA 3,000.

**Section 610.6045 VOR Federal airway 45 is amended to delete:**

From Moscow INT, Mich.; to Leslie INT, Mich.; MEA 2,300. \*Leslie INT, Mich.; to Lansing, Mich., VOR; MEA 3,000. \*3,000—MCA Leslie INT, westbound and northwestbound.

**Section 610.6045 VOR Federal airway 45 is amended by adding:**

From Tipton INT, Mich.; to Jackson, Mich., VOR; MEA 2,300.

From Jackson, Mich., VOR; to Lansing, Mich., VOR; MEA 2,300.

**Section 610.6047 VOR Federal airway 47 is amended to read in part:**

From Mystic, Ky., VOR; to Nabb, Ind., VOR; MEA 2,600.

**Section 610.6053 VOR Federal airway 53 is amended to read in part:**

From Hilton INT, Va., to Daley INT, Ky.; MEA 6,200. \*5,000—MCA Daley INT, south-eastbound.

**Section 610.6056 VOR Federal airway 56 is amended to read in part:**

From Macon, Ga., VOR; to Gibson INT, Ga.; MEA \*\*2,700. \*3,000—MRA. \*\*1,800—MOCA.

From Gibson INT, Ga.; to Augusta, Ga., VOR; MEA \*2,700. \*1,800—MOCA.

**Section 610.6057 VOR Federal airway 57 is amended to read in part:**

From Evergreen, Ala., VOR; to Pine Apple INT, Ala.; MEA 1,800. \*2,600—MRA. \*8,000—MCA Pine Apple INT, northbound.

**Section 610.6058 VOR Federal airway 58 is amended to read in part:**

From Williamsport, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,600.

From Thornhurst, Pa., VOR; to Wilkes-Barre, Scranton, Pa., VOR; MEA 4,000.

**Section 610.6066 VOR Federal airway 66 is amended to read in part:**

From El Centro, Calif., VOR; to Sand Hills INT, Calif.; MEA 3,000. \*4,000—MCA El Centro VOR, westbound.

**Section 610.6067 VOR Federal airway 67 is amended to read in part:**

From Mason City, Iowa, VORTAC via W alter.; to Rochester, Minn., VOR; MEA 2,600; via W alter.; MEA 2,800.

**Section 610.6068 VOR Federal airway 68 is amended to read in part:**

From Kingsville INT, Tex.; to Armstrong INT, Tex.; MEA \*4,700. \*1,300—MOCA.

**Section 610.6070 VOR Federal airway 70 is amended to read in part:**

From Lafayette, La., VOR; to Rose INT, La.; MEA 1,300. \*2,500—MRA.

**Section 610.6072 VOR Federal airway 72 is amended to read in part:**

From Youngstown, Ohio, VOR; to Hadley INT, Pa.; MEA 3,500. \*4,000—MRA.

From Hadley INT, Pa.; to Tidououte, Pa., VOR; MEA 3,500.

From Tidououte, Pa., VOR; to Bradford, Pa., VOR; MEA 4,000.

Section 610.6074 *VOR Federal airway 74* is amended to read in part:

From Dodge City, Kans., VOR; to Greensburg INT, Kans.; MEA \*3,700. \*3,600—MOCA.

Section 610.6078 *VOR Federal airway 78* is amended to read in part:

From Darwin, Minn., VOR; to \*Cokato INT, Minn.; MEA 2,400. \*4,600—MRA.

From Cokato INT, Minn. to Minneapolis, Minn., VOR; MEA 2,400.

Section 610.6080 *VOR Federal airway 80* is amended to read in part:

From Akron, Colo., VOR; to \*Holyoke INT, Colo.; MEA 5,600. \*7,000—MRA.

Section 610.6082 *VOR Federal airway 82* is amended to delete:

From Rochester, Minn., VOR via S alter; to Nodine, Minn., VOR via S alter.; MEA 2,600.

Section 610.6082 *VOR Federal airway 82* is amended to read in part:

From Farmington, Minn., VOR; to Rochester, Minn., VOR; MEA 2,400.

From Rochester, Minn., VOR; to Nodine, Minn., VOR; MEA 2,600.

Section 610.6082 *VOR Federal airway 82* is amended by adding:

From Minneapolis, Minn., VOR via S alter.; to Prior INT, Minn., via S alter.; MEA 2,500. From Prior INT, Minn., via S alter.; to Lydia INT, Minn., via S alter.; MEA 2,400.

From Lydia INT, Minn., via S alter.; to \*New Prague INT, Minn., via S alter.; MEA \*4,300. \*3,500—MRA. \*\*2,300—MOCA.

From New Prague INT, Minn., via S alter.; to Cannon City INT, Minn., via S alter.; MEA \*3,500. \*2,400—MOCA.

From Cannon City INT, Minn., via S alter.; to Rochester, Minn., VOR via S alter.; MEA 2,600.

Section 610.6083 *VOR Federal airway 83* is amended to read in part:

From Santa Fe, N. Mex., VOR; to \*Olson INT, N. Mex., northbound, MEA 15,500; southbound, MEA 12,000. \*18,000—MRA.

From Olson INT, N. Mex., to Alamosa, Colo., VOR; MEA \*15,500. \*12,000—MOCA.

Section 610.6093 *VOR Federal airway 93* is amended to read in part:

From Lancaster, Pa., VOR; to Reinholds INT, Pa.; MEA 2,500.

From Reinholds INT, Pa.; to Allentown, Pa., VOR; MEA 3,000.

Section 610.6095 *VOR Federal airway 95* is amended to read in part:

From Phoenix, Ariz., VOR; to \*Knob INT, Ariz., northbound, MEA 8,000; southbound, MEA 6,000 \*10,000—MRA.

Section 610.6097 *VOR Federal airway 97* is amended to delete:

From \*Lake City INT, Minn.; to Diamond Bluff INT, Minn.; MEA 2,400. \*3,000—MRA.

From Diamond Bluff INT, Minn.; to Minneapolis, Minn., ILS loc.; MEA 2,200.

Section 610.6097 *VOR Federal airway 97* is amended to read in part:

From Nodine, Minn., VOR; to INT 308 M Nodine VOR & SE crs Minneapolis ILS loc.; MEA 2,800.

Section 610.6100 *VOR Federal airway 100* is amended to read in part:

From Keeler, Mich., VOR; to Jackson, Mich., VOR; MEA 2,300.

From Jackson, Mich., VOR; to Salem, Mich., VOR; MEA 2,400.

Section 610.6105 *VOR Federal airway 105* is amended to read in part:

From Phoenix, Ariz., VOR; to \*Cactus INT, Ariz., northbound, MEA 7,000; southbound, MEA 5,000. \*8,000—MRA.

From Phoenix, Ariz., VOR via E alter., to \*Knob INT, Ariz., via E alter., northbound, MEA 8,000. Southbound, MEA 6,000. \*10,000—MRA.

From \*Las Vegas, Nev., VORTAC; to Pahrump INT, Nev.; MEA 10,500. \*8,000—MCA Las Vegas VORTAC, westbound.

From Pahrump INT, Nev.; to \*Hidden Hills INT, Nev.; eastbound, MEA 12,500; westbound, MEA 11,000. \*12,500—MRA.

Section 610.6106 *VOR Federal airway 106* is amended to read in part:

From Sellingsgrove, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,000.

From Thornhurst, Pa., VOR; to Wilkes-Barre, Scranton, Pa., VOR; MEA 4,000.

Section 610.6108 *VOR Federal airway 108* is amended by adding:

From San Francisco, Calif., VOR; to Sausalito, Calif., VOR; MEA 3,000.

From Sausalito, Calif., VOR; to Crockett INT, Calif.; MEA 3,000.

From Crockett INT, Calif.; to \*Linden, Calif., VOR; MEA 4,000. \*6,000—MCA Linden VOR, eastbound.

From Linden, Calif., VOR; to \*Big Trees INT, Calif.; MEA 14,000. \*15,000—MRA.

From Big Trees INT, Calif.; to Mina, Nev., VOR; MEA 14,000.

From Mina, Nev., VOR; to Currant, Nev., VOR; MEA \*15,000. \*13,000—MOCA.

From Currant, Nev., VOR; to Delta, Utah, VOR; MEA 15,000.

From \*Delta, Utah, VOR; to Grand Junction, Colo., VOR; MEA \*18,000. \*15,000—MCA Delta VOR, eastbound. \*\*13,000—MOCA.

From Mina, Nev., VOR via S alter.; to Tonopah, Nev., VOR via S alter.; MEA 11,000.

From Tonopah, Nev., VOR via S alter.; to Currant, Nev., VOR via S alter.; MEA \*13,000. \*11,000—MOCA.

Section 610.6109 *VOR Federal airway 109* is amended to read:

From Los Banos, Calif., VOR; to Volta INT, Calif.; MEA 5,000.

From Volta INT, Calif.; to Stockton, Calif., VOR; MEA 3,000.

From Stockton, Calif., VOR; to Altamont INT, Calif.; MEA 3,000.

From \*Altamont INT, Calif.; to Oakland, Calif., VORTAC; MEA 5,000. \*4,000—MCA Altamont INT, westbound.

Section 610.6113 *VOR Federal airway 113* is amended to read:

From Paso Robles, Calif., VOR; to Los Banos, Calif., VOR; MEA 7,000.

From \*Los Banos, Calif., VOR; to Volta INT, Calif.; MEA 5,000. \*5,500—MCA Los Banos VOR, southbound.

From Volta INT, Calif.; to Stockton, Calif., VOR; MEA 3,000.

From Stockton, Calif., VOR; to Linden, Calif., VOR; MEA 2,000.

From \*Linden, Calif., VOR; to Spring Hill INT, Calif.; MEA \*10,000. \*6,500—MCA Linden VOR, northeastbound. \*\*8,000—MOCA.

From \*Spring Hill INT, Calif.; to \*\*Reno, Nev., VOR; MEA \*13,000. \*13,000—MCA Spring Hill INT, northeastbound. \*\*10,500—MCA Reno VOR, southwestbound.

Section 610.6116 *VOR Federal airway 116* is amended to read in part:

From Keeler, Mich., VOR; to Jackson, Mich., VOR; MEA 2,300.

From Jackson, Mich., VOR; to Salem, Mich., VOR; MEA 2,400.

From Excelsior INT, Mo.; to \*Tina INT, Mo.; MEA 3,000. \*3,100—MRA.

Section 610.6135 *VOR Federal airway 135* is amended to read in part:

From \*Las Vegas, Nev., VORTAC; to Pahrump INT, Nev.; MEA 10,500. \*8,000—MCA Las Vegas VORTAC, westbound.

From Pahrump INT, Nev.; to \*Hidden Hills INT, Nev.; eastbound, MEA 12,500; westbound, MEA 11,000. \*12,500—MRA.

Section 610.6143 *VOR Federal airway 143* is amended to read in part:

From Mooresville INT, N.C., via W alter.; to Barber INT, N.C., via W alter.; MEA \*3,000. \*2,400—MOCA.

Section 610.6147 *VOR Federal airway 147* is amended to read in part:

From Allentown, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,500.

From Thornhurst, Pa., VOR; to Colley INT, Pa.; MEA 4,400.

From Colley INT, Pa.; to Elmira, N.Y., VOR; MEA 4,000.

Section 610.6149 *VOR Federal airway 149* is amended to read in part:

From Allentown, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,500.

From Thornhurst, Pa., VOR; to Binghamton, N.Y., VOR; MEA 4,500.

Section 610.6152 *VOR Federal airway 152* is amended to read in part:

From Scott INT, Fla.; to Orlando, Fla., VOR; MEA 1,700.

From Orlando, Fla., VOR; to \*Sanford INT, Fla.; MEA 1,700. \*2,400—MRA.

From Sanford INT, Fla.; to \*Lake Helen INT, Fla.; MEA 1,700. \*2,500—MRA.

Section 610.6157 *VOR Federal airway 157* is amended to read in part:

From Wilmington, N.C., VOR; to Kinston, N.C., VOR; MEA 1,400.

From Kinston, N.C., VOR; to Rocky Mount, N.C., VOR; MEA 1,600.

From St. George INT, S.C.; to Manning INT, S.C.; MEA \*7,000. \*1,200—MOCA.

From Manning INT, S.C.; to Florence, S.C., VOR; MEA 1,900.

Section 610.6161 *VOR Federal airway 161* is amended to delete:

From Waterloo, Iowa, VOR; to Rochester, Minn., VOR; MEA 2,500.

From Rochester, Minn., VOR; to Zumbrota INT, Minn.; MEA 2,800.

From Zumbrota INT, Minn.; to Diamond Bluff INT, Minn.; MEA 2,200.

From Diamond Bluff INT, Minn.; to Washburn INT, Minn.; MEA 2,200.

From Washburn INT, Minn.; to Loretto INT, Minn.; MEA 2,500.

From Loretto INT, Minn.; to Roscoe INT, Minn.; MEA 3,000.

From Roscoe INT, Minn.; to Alexandria, Minn., VOR; MEA 2,600.

Section 610.6161 *VOR Federal airway 161* is amended by adding:

From Waterloo, Iowa, VOR; to Rochester, Minn., VOR; MEA 2,500.

From Rochester, Minn., VOR; to Goodhue INT, Minn.; MEA 2,800.

From Goodhue INT, Minn.; to Prescott INT, Minn.; MEA \*2,300. \*2,200—MOCA.

Section 610.6162 *VOR Federal airway 162* is amended to read:

From Clarksburg, W. Va., VOR; to Grantsville, Md., VOR; MEA 5,000.

From Grantsville, Md., VOR; to St. Thomas, Pa., VOR; MEA 5,000.

From St. Thomas, Pa., VOR; to Harrisburg, Pa., VOR; MEA 4,500.

From Harrisburg, Pa., VOR; to Allentown, Pa., VOR; MEA 3,000.

From Harrisburg, Pa., VOR via S alter.; to Allentown, Pa., VOR via S alter.; MEA 3,000.

Section 610.6163 *VOR Federal airway 163* is amended to read in part:

From Brownsville, Tex., VOR; to Armstrong INT, Tex.; MEA \*2,000. \*1,400—MOCA.

Section 610.6164 *VOR Federal airway 164* is amended to read:

From Buffalo, N.Y., VOR; to Wellsville, N.Y., VOR; MEA 4,500.

From Wellsville, N.Y., VOR; to Stonyfork, Pa.; VOR; MEA 4,500.

From Stonyfork, Pa., VOR; to Williamsport, Pa., VOR; MEA 4,000.

From Williamsport, Pa., VOR; to Stroudsburg, Pa., VOR; MEA 4,000.

Section 610.6166 *VOR Federal airway 166* is amended to delete:

From New Castle, Del., VOR; to Robbinsville, N.J., VOR; MEA 1,800.

From Robbinsville, N.J., VOR; to Colts Neck, N.J., VOR; MEA 1,400.

Section 610.6170 *VOR Federal airway 170* is amended to read in part:

From Bradford, Pa., VOR; to Slate Run, Pa., VOR; MEA 4,000.

From Slate Run, Pa., VOR; to Selinsgrove, Pa., VOR; MEA 4,000.

Section 610.6171 *VOR Federal airway 171* is amended to read in part:

From Mayer INT, Minn.; to \*Cokato INT, Minn.; MEA \*3,300. \*4,600—MRA. \*4,600—MCA Cokato INT, northwestbound. \*\*2,500—MOCA.

Section 610.6172 *VOR Federal airway 172* is amended to read in part:

From \*Sterling INT, Colo.; to \*\*Holyoke INT, Colo.; MEA \*\*\*13,000. \*13,000—MCA Sterling INT, eastbound. \*\*7,000—MRA. \*\*\*7,000—MOCA.

Section 610.6184 *VOR Federal airway 184* is amended to read in part:

From Erie, Pa., VOR; to Tidioute, Pa., VOR; MEA 3,500.

From Tidioute, Pa., VOR; to Fitzgerald, Pa., VOR; MEA 3,500.

Section 610.6185 *VOR Federal airway 185* is amended to read in part:

From Augusta, Ga., VOR via W alter.; to \*McCormick INT, S.C., via W alter.; MEA 2,000. \*3,000—MRA.

From McCormick INT, S.C., via W alter.; to Honea INT, Ga., via W alter.; MEA 2,000.

Section 610.6187 *VOR Federal airway 187* is amended to read in part:

From \*Grand Junction, Colo., VOR; to \*\*Yampa INT, Colo.; MEA 13,000. \*12,000—MCA Grand Junction VOR, southbound \*\*18,000—MRA.

From Yampa INT, Colo.; to Rock Springs, Wyo., VOR; MEA 13,000.

Section 610.6188 *VOR Federal airway 188* is amended to read in part:

From Jefferson, Ohio, VOR; to Tidioute, Pa., VOR; MEA 3,500.

From Tidioute, Pa., VOR; to Slate Run, Pa., VOR; MEA 4,000.

From Slate Run, Pa., VOR; to Williamsport, Pa., VOR; MEA 4,200.

From Williamsport, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,600.

From Thornhurst, Pa., VOR; to Stroudsburg, Pa., VOR; MEA 4,300.

Section 610.6190 *VOR Federal airway 190* is amended to read in part:

From Phoenix, Ariz., VOR; to Grapevine INT, Ariz.; MEA 6,000.

From \*Grapevine INT, Ariz.; to \*\*Salt River INT, Ariz.; northeastbound, MEA 12,000. Southwestbound, MEA 10,000. \*10,000—MCA Grapevine INT, northeastbound. \*\*13,000—MRA.

Section 610.6192 *VOR Federal airway 192* is amended to read in part:

From Hickman INT, N. Mex.; to Acoma INT, N. Mex., eastbound, MEA \*15,000; westbound, MEA \*13,000. \*11,000—MOCA.

From Acoma INT, N. Mex.; to \*Socorro, N. Mex., VOR; MEA \*\*15,000. \*10,000—MCA Socorro VOR, westbound. \*\*11,000—MOCA.

Section 610.6194 *VOR Federal airway 194* is amended to read in part:

From Union INT, S.C.; to Fort Mill, N.C., VOR; MEA 2,000.

From Fort Mill, N.C., VOR; to Norwood INT, N.C.; MEA \*2,500. \*1,800—MOCA.

From Lafayette, La., VOR; to \*Rose INT, La.; MEA 1,300. \*2,500—MRA.

Section 610.6194 *VOR Federal airway 194* is amended by adding:

From Fort Mill, N.C., VOR via N alter.; to Liberty, N.C., VOR via N alter.; MEA 2,400.

From Liberty, N.C., VOR via N alter.; to Raleigh, N.C., VOR via N alter.; MEA 2,000.

From Cofield, N.C., VOR via S alter.; to Norfolk, Va., VOR via S alter.; MEA 1,400.

Section 610.6206 *VOR Federal airway 206* is amended to read in part:

From Lexington INT, Mo.; to \*Tina INT, Mo.; MEA 3,000. \*3,100—MRA.

Section 610.6208 *VOR Federal airway 208* is amended to read in part:

From Twentynine Palms, Calif., VOR; to Needles, Calif., VOR; MEA 8,000.

Section 610.6210 *VOR Federal airway 210* is amended to read in part:

From Excelsior INT, Mo., via N alter.; to \*Tina INT, Mo., via N alter.; MEA 3,000. \*3,100—MRA.

From \*Cowan INT, Ohio; to Rosewood, Ohio, VOR; MEA 3,500. \*3,000—MRA.

Section 610.6213 *VOR Federal airway 213* is amended to read in part:

From Bolton INT, N.C.; to Kenansville INT, N.C.; MEA \*3,000. \*2,000—MOCA.

From Kenansville INT; to Eureka INT, N.C.; MEA \*5,500. \*1,400—MOCA.

From Eureka INT, N.C.; to Rocky Mount, N.C., VOR; MEA \*1,500. \*1,400—MOCA.

Section 610.6221 *VOR Federal airway 221* is amended to read in part:

From Litchfield, Mich., VOR; to Jackson INT, Mich.; MEA 2,300.

From Jackson INT, Mich.; to Salem, Mich., VOR; MEA 2,400.

Section 610.6222 *VOR Federal airway 222* is amended by adding:

From McComb, Miss., VOR; to Hattiesburg, Miss., VOR; MEA 1,800.

From Hattiesburg, Miss., VOR; to Evergreen, Ala., VOR; MEA \*2,000. \*1,700—MOCA.

Section 610.6226 *VOR Federal airway 226* is amended to read in part:

From Williamsport, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,600.

From Thornhurst, Pa., VOR; to Stillwater, Pa., VOR; MEA 4,300.

Section 610.6229 *VOR Federal airway 229* is amended to read in part:

From Wilmington, N.C., VOR; to New Bern, N.C., VOR; MEA 1,300.

Section 610.6244 *VOR Federal airway 244* is amended to read in part:

From Oakland, Calif., VORTAC; to \*Altamont INT, Calif.; MEA 4,000. \*4,000—MCA Altamont INT, westbound.

From Altamont INT, Calif.; to Stockton, Calif., VOR; MEA 3,000.

From Stockton, Calif., VOR; to Woodward INT, Calif.; MEA 3,000.

From \*Woodward INT, Calif.; to Duckwall INT, Calif.; eastbound, MEA 15,000; westbound, MEA 8,000. \*10,000—MCA Woodward INT, eastbound.

From Duckwall INT, Calif.; to \*Coaldale, Nev., VOR; MEA 15,000. \*11,000—MCA Coaldale VOR, westbound.

Section 610.6244 *VOR Federal airway 244* is amended by adding:

From \*Oakland, Calif., VORTAC via E alter.; to Sunol INT, Calif., via E alter.; MEA 4,000. \*2,500—MCA Oakland VORTAC, eastbound.

From Sunol INT, Calif., via E alter.; to Stockton, Calif., VOR via E alter.; MEA 5,000.

Section 610.6253 *VOR Federal airway 253* is amended to read in part:

From Lucin, Utah, VOR; to \*Howard INT, Utah; MEA \*\*11,000. \*15,000—MRA. \*\*10,000—MOCA.

From Howard INT, Utah; to Rock Creek INT, Idaho; MEA \*11,000. \*10,000—MOCA.

Section 610.6257 *VOR Federal airway 257* is amended to read in part:

From Phoenix, Ariz., VOR; to \*Cactus INT, Ariz.; northbound, MEA 7,000; southbound, MEA 5,000. \*8,000—MRA.

Section 610.6267 *VOR Federal airway 267* is amended to read in part:

From Orlando, Fla., VOR via E alter.; to \*Sanford INT, Fla., via E alter.; MEA 1,700. \*2,400—MRA.

From Sanford INT, Fla., via E alter.; to \*Lake Helen INT, Fla., via E alter.; MEA 1,700. \*2,500—MRA.

Section 610.6443 *VOR Federal airway 443* is amended by adding:

From Tiverton, Ohio, VOR via E alter.; to Cleveland, Ohio, VOR, via E alter.; MEA 2,500.

Section 610.6455 *VOR Federal airway 455* is added to read:

From New Orleans, La., VOR; to Picayune, Miss., VOR; MEA 1,400.

From Picayune, Miss., VOR; to Hattiesburg, Miss., VOR; MEA 1,700.

From Hattiesburg, Miss., VOR; to Meridian, Miss., VORTAC; MEA 1,800.

From Hattiesburg, Miss., VOR via W alter.; to Meridian, Miss., VORTAC via W alter.; MEA 1,800.

Section 610.6496 *VOR Federal airway 496* is added to read:

From Utica, N.Y., VOR; to Glens Falls, N.Y., VOR; MEA 4,400.

Section 610.6600 *VOR Federal airway 1500* is amended by adding:

From \*Pocatello, Idaho, VOR; to Irwin INT, Idaho; MEA 10,500. \*8,000—MCA Pocatello VOR, northeastbound.

From \*Irwin INT, Idaho; to Dunoir, Wyo., VOR; MEA 15,000. \*13,000—MCA Irwin INT, northeastbound.

Section 610.6602 *VOR Federal airway 1502* is amended to read in part:

From Redwood Falls, Minn., VOR; to \*Waseca INT, Minn., MEA \*\*3,400. \*4,300—MRA. \*\*2,500—MOCA.

From Waseca INT, Minn.; to Hope INT, Minn.; MEA \*3,400. \*2,400—MOCA.

From Hope INT, Minn.; to Rochester, Minn., VOR; MEA 2,400.

From Rochester, Minn., VOR; to Preston INT, Minn.; MEA 2,400.

From Preston INT, Minn.; to Lone Rock, Wis., VOR; MEA 2,600.

From Bradford, Pa., VOR; to Slate Run, Pa., VOR; MEA 4,000.

From Slate Run, Pa., VOR; to Selinsgrove, Pa., VOR; MEA 4,000.

Section 610.6606 *VOR Federal airway 1506* is amended to read in part:

From Half Moon Bay INT, Calif.; to Oakland, Calif. VORTAC; MEA 4,000.

From Oakland, Calif., VORTAC; to \*Altamont INT, Calif.; MEA 5,000. \*4,000—MCA Altamont INT, westbound.

From Altamont INT, Calif.; to Linden, Calif., VOR; MEA 3,000.

From Keeler, Mich., VOR; to LeRoy INT, Mich.; MEA 2,300.

Section 610.6608 *VOR Federal airway 1508* is amended to read in part:

From Keeler, Mich., VOR; to LeRoy INT, Mich.; MEA 2,300.

From Kanosh INT, Utah; to Manti INT, Utah; MEA \*20,000. \*13,000—MOCA.

From Manti INT, Utah; to Myton, Utah, VOR; MEA \*21,000. \*15,000—MOCA.

Section 610.6608 *VOR Federal airway 1508* is amended to delete:

From Jefferson, Ohio, VOR; to Fitzgerald, Pa., VOR; MEA 3,500.

From Fitzgerald, Pa., VOR; to Philipsburg, Pa., VOR; MEA 4,000.

From Philipsburg, Pa., VOR; to Selinsgrove, Pa., VOR; MEA 4,000.

From Selinsgrove, Pa., VOR; to E. Texas, Pa., VOR; MEA 4,000.

From E. Texas, Pa., VOR; to Ringoes INT, N.J.; MEA 2,500.

From Ringoes INT, N.J.; to Colts Neck, N.J., VOR; MEA 2,000.

From Colts Neck, N.J., VOR; to Red Bank INT, N.J.; MEA 2,000.

From Red Bank INT, N.J.; to Idlewild, N.Y. VOR; MEA \*3,000. \*1,500—MOCA authorized only when utilizing Scotland, N.J. LF/RBN.

Section 610.6608 *VOR Federal airway 1508* is amended by adding:

From Jefferson, Ohio, VOR; to Tidiloute, Pa., VOR; MEA 3,500.

From Tidiloute, Pa., VOR; to Slate Run, Pa., VOR; MEA 4,000.

From Slate Run, Pa., VOR; to Williamsport, Pa., VOR; MEA 4,200.

From Williamsport, Pa., VOR; to Thornhurst, Pa., VOR; MEA 4,600.

From Thornhurst, Pa., VOR; to Stillwater, Pa., VOR; MEA 4,300.

From Stillwater, Pa., VOR; to Caldwell INT, N.J.; MEA 2,500.

Section 610.6612 *VOR Federal airway 1512* is amended to read in part:

From Excelsior INT, Mo.; to \*Tina INT, Mo.; MEA 3,000. \*3,100—MRA.

Section 610.6614 *VOR Federal airway 1514* is amended to read in part:

From \*Oakland, Calif., VORTAC; to Sunol INT, Calif.; MEA 4,000. \*2,500—MCA Oakland VORTAC, eastbound.

From Sunol INT, Calif.; to Stockton, Calif., VOR; MEA 5,000.

From Stockton, Calif., VOR; to Woodward INT, Calif.; MEA 3,000.

From \*Woodward INT, Calif.; to Duckwall INT, Calif.; eastbound, MEA 15,000; westbound, MEA 8,000. \*10,000—MCA Woodward INT, eastbound.

From Duckwall INT, Calif.; to \*Coaldale, Nev., VOR; MEA 15,000. \*11,000—MCA Coaldale VOR, westbound.

From Harrisburg, Pa., VOR; to Reinholds INT, Pa.; MEA 3,000.

Section 610.6616 *VOR Federal airway 1516* is amended to read in part:

From \*Oakland, Calif., VORTAC; to Sunol INT, Calif.; MEA 4,000. \*2,500—MCA Oakland VORTAC, eastbound.

From Sunol INT, Calif.; to Stockton, Calif., VOR; MEA 5,000.

From Stockton, Calif., VOR; to Woodward INT, Calif.; MEA 3,000.

From \*Woodward INT, Calif.; to Duckwall INT, Calif.; eastbound, MEA 15,000; westbound, MEA 8,000. \*10,000—MCA Woodward INT, eastbound.

From Duckwall INT, Calif.; to \*Coaldale, Nev., VOR; MEA 15,000. \*11,000—MCA Coaldale VOR, westbound.

Section 610.6629 *VOR Federal airway 1529* is amended to read in part:

From Kanosh INT, Utah; to Manti INT, Utah; MEA \*20,000. \*13,000—MOCA.

From Manti INT, Utah; to Myton, Utah, VOR; MEA \*21,000. \*15,000—MOCA.

Section 610.6635 *VOR Federal airway 1535* is amended to read in part:

From Boise, Idaho, VOR; to \*Missoula, Mont., VOR; MEA 25,000. \*10,500—MCA Missoula VOR, southwestbound. \*14,000—MCA Missoula VOR, northeastbound.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

These rules shall become effective March 10, 1960.

Issued in Washington, D.C. on February 9, 1960.

OSCAR BAKKE,

Director,

Bureau of Flight Standards.

[F.R. Doc. 60-1447; Filed, Feb. 16, 1960; 8:45 a.m.]

## Title 26—INTERNAL REVENUE, 1954

### Chapter I—Internal Revenue Service, Department of the Treasury

#### SUBCHAPTER A—INCOME TAX

[T.D. 6453]

### PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

#### Miscellaneous Amendments

On November 14, 1959, notice of proposed rule making regarding the amendment of regulations under sections 1031, 1033, 1034, 1053, and 1071 of the Internal Revenue Code of 1954 to conform to sections 44, 45, 46, 47, and 48 of the Technical Amendments Act of 1958 (72 Stat. 1641, 1642) was published in the FEDERAL REGISTER (24 F.R. 9269). After consideration of all such relevant matter as was presented by interested persons re-

garding the rules proposed, the amendments as so published are hereby adopted.

[SEAL]

LEO SPEER,  
Acting Commissioner  
of Internal Revenue.

Approved: February 12, 1960.

FRED C. SCRIBNER, Jr.,  
Acting Secretary of the Treasury.

In order to conform the Income Tax Regulations (26 CFR Part 1) relating to sections 1031, 1033, 1034, 1053, and 1071 of the Internal Revenue Code of 1954 to sections 44, 45, 46, 47, and 48 of the Technical Amendments Act of 1958 (72 Stat. 1641, 1642), such regulations are amended as follows, effective for taxable years beginning after December 31, 1953, and ending after August 16, 1954, except as specifically provided otherwise:

PARAGRAPH 1. Section 1.1031(d) is amended to read as follows:

§ 1.1031(d) **Statutory provisions; exchange of property held for productive use or investment; basis.**

SEC. 1031. *Exchange of property held for productive use or investment.* . . .

(d) *Basis.* If property was acquired on an exchange described in this section, section 1035(a), or section 1036(a), then the basis shall be the same as that of the property exchanged, decreased in the amount of any money received by the taxpayer and increased in the amount of gain or decreased in the amount of loss to the taxpayer that was recognized on such exchange. If the property so acquired consisted in part of the type of property permitted by this section, section 1035(a), or section 1036(a), to be received without the recognition of gain or loss, and in part of other property, the basis provided in this subsection shall be allocated between the properties (other than money) received, and for the purpose of the allocation there shall be assigned to such other property an amount equivalent to its fair market value at the date of the exchange. For purposes of this section, section 1035(a), and section 1036(a), where as part of the consideration to the taxpayer another party to the exchange assumed a liability of the taxpayer or acquired from the taxpayer property subject to a liability, such assumption or acquisition (in the amount of the liability) shall be considered as money received by the taxpayer on the exchange.

[Sec. 1031(d) as amended by sec. 44, Technical Amendments Act 1958 (72 Stat. 1641)]

#### § 1.1031(d)-1 [Amendment]

PAR. 2, Section 1.1031(d)-1 is amended by adding at the end thereof the following new paragraph:

(e) If, upon an exchange of properties of the type described in section 1031, section 1035(a), or section 1036(a), the taxpayer also exchanged other property (not permitted to be transferred without the recognition of gain or loss) and gain or loss from the transaction is recognized under section 1002 or a similar provision of a prior revenue law, the basis of the property acquired is the total basis of the properties transferred (adjusted to the date of the exchange) increased by the amount of gain and decreased by the amount of loss recognized on the other property. For purposes of this rule, the taxpayer is deemed to have received in exchange for such other

property an amount equal to its fair market value on the date of the exchange. The application of this paragraph may be illustrated by the following example:

*Example.* A exchanges real estate held for investment plus stock for real estate to be held for investment. The real estate transferred has an adjusted basis of \$10,000 and a fair market value of \$11,000. The stock transferred has an adjusted basis of \$4,000 and a fair market value of \$2,000. The real estate acquired has a fair market value of \$13,000. A is deemed to have received a \$2,000 portion of the acquired real estate in exchange for the stock, since \$2,000 is the fair market value of the stock at the time of the exchange. A \$2,000 loss is recognized under section 1002 on the exchange of the stock for real estate. No gain or loss is recognized on the exchange of the real estate since the property received is of the type permitted to be received without recognition of gain or loss. The basis of the real estate acquired by A is determined as follows:

Adjusted basis of real estate transferred.....	\$10,000
Adjusted basis of stock transferred.....	4,000
	14,000
Less: Loss recognized on transfer of stock.....	2,000
	12,000
Basis of real estate acquired upon the exchange.....	12,000

#### § 1.1033(a) [Amendment]

PAR. 3. Section 1.1033(a) is amended:

(A) By adding at the end of paragraph (2) of section 1033(a) thereof the following sentence:

\*\*\* For purposes of this paragraph and paragraph (3), the term "control" means the ownership of stock possessing at least 80 percent of the total combined voting power of all classes of stock entitled to vote and at least 80 percent of the total number of shares of all other classes of stock of the corporation.

(B) By adding at the end thereof the following historical note:

[Sec. 1033(a) as amended by sec. 45, Technical Amendments Act 1958 (72 Stat. 1641)]

#### § 1.1033(a)-1 [Amendment]

PAR. 4. Paragraph (b) of § 1.1033(a)-1 is amended by striking the first two sentences and inserting in lieu thereof the following: "For rules applicable to involuntary conversions of a principal residence occurring before January 1, 1951, see § 1.1033(b)-1. For rules applicable to involuntary conversions of a principal residence occurring after December 31, 1950, and before January 1, 1954, see paragraph (h) (1) of § 1.1034-1. For rules applicable to involuntary conversions of a personal residence occurring after December 31, 1953, see § 1.1033(b)-1. For special rules relating to the election to have section 1034 apply to certain involuntary conversions of a principal residence occurring after December 31, 1957, see paragraph (h) (2) of § 1.1034-1. For special rules relating to certain involuntary conversions of real property held either for productive use in trade or business or for investment and occurring after December 31, 1957, see § 1.1033(g)-1. See also special rules applicable to involuntary conversions of property sold pursuant to reclamation laws, livestock destroyed by disease, and

livestock sold on account of drought provided in §§ 1.1033(d)-1, 1.1033(e)-1, and 1.1033(f)-1, respectively. For rules relating to basis of property acquired through involuntary conversions, see § 1.1033(c)-1."

#### § 1.1033(b)-1 [Amendment]

PAR. 5. Section 1.1033(b)-1 is amended by inserting the following sentence immediately after the first sentence thereof: "However, section 1033 shall not apply to the seizure, requisition, or condemnation (but not destruction), or the sale or exchange under threat or imminence thereof, of such residence property if the seizure, requisition, condemnation, sale, or exchange occurs after December 31, 1957, and if the taxpayer properly elects under section 1034 (i) (2) to treat the transaction as a sale (see paragraph (h) (2) (ii) of § 1.1034-1)."

PAR. 6. The following sections are inserted immediately after § 1.1033(f)-1:

**§ 1.1033(g) Statutory provisions; involuntary conversions; condemnation of real property held for productive use in trade or business or for investment.**

SEC. 1033. *Involuntary conversions.* \* \* \*

(g) *Condemnation of real property held for productive use in trade or business or for investment*—(1) *Special rule.* For purposes of subsection (a), if real property (not including stock in trade or other property held primarily for sale) held for productive use in trade or business or for investment is (as the result of its seizure, requisition, or condemnation, or threat or imminence thereof) compulsorily or involuntarily converted, property of a like kind to be held either for productive use in trade or business or for investment shall be treated as property similar or related in service or use to the property so converted.

(2) *Limitations*—(A) *Purchase of stock.* Paragraph (1) shall not apply to the purchase of stock in the acquisition of control of a corporation described in subsection (a) (3) (A).

(B) *Conversions before January 1, 1958.* Paragraph (1) shall apply with respect to the compulsory or involuntary conversion of any real property only if the disposition of the converted property (within the meaning of subsection (a) (2)) occurs after December 31, 1957.

[Sec. 1033(g) as added by sec. 46(a), Technical Amendments Act 1958 (72 Stat. 1641)]

**§ 1.1033(g)-1 Condemnation of real property held for productive use in trade or business or for investment.**

(a) *Special rule in general.* This section provides special rules for applying section 1033 with respect to certain dispositions, occurring after December 31, 1957, of real property held either for productive use in trade or business or for investment (not including stock in trade or other property held primarily for sale). For this purpose, disposition means the seizure, requisition, or condemnation (but not destruction) of the converted property, or the sale or exchange of such property under threat or imminence of seizure, requisition, or condemnation. In such cases, for purposes of applying section 1033, the replacement of such property with property of like kind to be held either for productive use in trade or business or for

investment shall be treated as property similar or related in service or use to the property so converted. For principles in determining whether the replacement property is property of like kind, see paragraph (b) of § 1.1031(a)-1.

(b) *Limitation on application of special rule.* This section shall not apply to the purchase of stock in the acquisition of control of a corporation described in section 1033(a) (3) (A).

PAR. 7. Sections 1.1033(g) and 1.1033(g)-1, as redesignated by Treasury Decision 6338, approved December 8, 1958, are further redesignated as §§ 1.1033(h) and 1.1033(h)-1, respectively.

#### § 1.1033(h) [Amendment]

PAR. 8. Section 1.1033(h), as redesignated, is amended by adding at the end thereof the following historical note:

[Sec. 1033(h) as amended by sec. 46(a), Technical Amendments Act of 1958 (72 Stat. 1641)]

PAR. 9. Section 1.1033(h)-1, as redesignated, is amended to read as follows:

#### § 1.1033(h)-1 Effective date.

Except as provided otherwise in § 1.1033(f)-1 and § 1.1033(g)-1, the provisions of section 1033 and the regulations thereunder are effective for taxable years beginning after December 31, 1953, and ending after August 16, 1954.

#### § 1.1034 [Amendment]

PAR. 10. Section 1.1034 is amended,

(A) By renumbering paragraph (2) of section 1034(i) as (3), and by inserting after paragraph (1) the following new paragraph:

(2) *Condemnations after December 31, 1957.* For purposes of this section, the seizure, requisition, or condemnation of property, or the sale or exchange of property under threat or imminence thereof, if occurring after December 31, 1957, shall, at the election of the taxpayer, be treated as the sale of such property. Such election shall be made at such time and in such manner as the Secretary or his delegate shall prescribe by regulations.

(B) By adding at the end thereof the following historical note:

[Sec. 1034 as amended by sec. 46(b), Technical Amendments Act 1958 (72 Stat. 1642)]

#### § 1.1034-1 [Amendment]

PAR. 11. Paragraph (b) (8) of § 1.1034-1 is amended to read as follows:

(8) "Sale" (of a residence) means a sale or an exchange (of a residence) for other property which occurs after December 31, 1953, an involuntary conversion (of a residence) which occurs after December 31, 1950, and before January 1, 1954, or certain involuntary conversions where the disposition of the property occurs after December 31, 1957, in respect of which a proper election is made under section 1034(i) (2) (see sections 1034(c) (1), 1034(i) (1) (A), and 1034(i) (2); for detailed explanation concerning involuntary conversions, see paragraph (h) of this section).

PAR. 12. Paragraph (h) of § 1.1034-1 is amended to read as follows:

(h) *Special rules for involuntary conversions*—(1) *In general.* Except as

provided in subparagraph (2) of this paragraph, section 1034 is inapplicable to involuntary conversions of personal residences occurring after December 31, 1953 (section 1034(i)(1)(B)). For purposes of section 1034, an involuntary conversion of a personal residence occurring after December 31, 1950, and before January 1, 1954, is treated as a sale of such residence (section 1034(i)(1)(A); see paragraph (b)(8) of this section). For purposes of this paragraph, an involuntary conversion is defined as the destruction in whole or in part, theft, seizure, requisition, or condemnation of property, or the sale or exchange of property under threat or imminence thereof. See section 1033 and § 1.1033 (b)-1 for treatment of residences involuntarily converted after December 31, 1953.

(2) *Election to treat condemnation of personal residence as sale.* (i) Section 1034(i)(2) provides a special rule which permits a taxpayer to elect to treat the seizure, requisition, or condemnation of his principal residence, or the sale or exchange of such residence under threat or imminence thereof, if occurring after December 31, 1957, as the sale of such residence for purposes of section 1034 (relating to sale or exchange of residence). A taxpayer may thus elect to have section 1034 apply, rather than section 1033 (relating to involuntary conversions), in determining the amount of gain realized on the disposition of his old residence that will not be recognized and the extent to which the basis of his new residence acquired in lieu thereof shall be reduced. Once made, the election shall be irrevocable.

(ii) If the taxpayer elects to be governed by the provisions of section 1034, section 1033 will have no application. Thus, a taxpayer who elects under section 1034(i)(2) to treat the seizure, requisition, or condemnation of his principal residence (but not the destruction), or the sale or exchange of such residence under threat or imminence thereof as a sale for the purposes of section 1034, must satisfy the requirements of section 1034 and this section. For example, under section 1034 a taxpayer generally must replace his old residence with a new residence which he uses as his principal residence, within a period beginning one year before the date of disposition of his old residence, and ending one year after such date. However, in the case of a new residence the construction of which was commenced by the taxpayer within such period, the replacement period shall not expire until 18 months after the date of disposition of the old residence.

(iii) *Time and manner of making election.* The election under section 1034(i)(2) shall be made in a statement attached to the taxpayer's income tax return, when filed, for the taxable year during which the disposition of his old residence occurs. The statement shall indicate that the taxpayer elects under section 1034(i)(2) to treat the disposition of his old residence as a sale for purposes of section 1034, and shall also show—

(a) The basis of the old residence;

(b) The date of its disposition;  
(c) The adjusted sales price of the old residence, if known; and  
(d) The purchase price, date of purchase, and date of occupancy of the new residence if it has been acquired prior to the time of making the election.

#### § 1.1053 [Amendment]

PAR. 13. Section 1.1053 is amended:

(A) By striking out the words "under this part" in the first sentence of section 1053 and inserting in lieu thereof the words "under this subtitle".

(B) By adding at the end of section 1053 the following historical note:

[Sec. 1053 as amended by sec. 47, Technical Amendments Act 1958 (72 Stat. 1642)]

#### § 1.1071 [Amendment]

PAR. 14. Section 1.1071 is amended—

(A) By striking out "necessary or appropriate to effectuate the policies of the Commission" in the first sentence of section 1071(a), and inserting in lieu thereof "necessary or appropriate to effectuate a change in a policy of, or the adoption of a new policy by, the Commission".

(B) By adding at the end of section 1071 the following historical note:

[Sec. 1071 as amended by sec. 48, Technical Amendments Act 1958 (72 Stat. 1642)]

#### § 1.1071-1 [Amendment]

PAR. 15. Paragraph (a) of § 1.1071-1 is amended to read as follows:

(a) (1) At the election of the taxpayer, section 1071 postpones the recognition of the gain upon the sale or exchange of property if the Federal Communications Commission grants the taxpayer a certificate with respect to the ownership and control of radio broadcasting stations which is in accordance with subparagraph (2) of this paragraph. Any taxpayer desiring to obtain the benefits of section 1071 shall file such certificate with the Commissioner of Internal Revenue, or the district director for the internal revenue district in which the income tax return of the taxpayer is required to be filed.

(2) (i) In the case of a sale or exchange before January 1, 1958, the certificate from the Federal Communications Commission must clearly identify the property and show that the sale or exchange is necessary or appropriate to effectuate the policies of such Commission with respect to the ownership and control of radio broadcasting stations.

(ii) In the case of a sale or exchange after December 31, 1957, the certificate from the Federal Communications Commission must clearly identify the property and show that the sale or exchange is necessary or appropriate to effectuate a change in a policy of, or the adoption of a new policy by, such Commission with respect to the ownership and control of radio broadcasting stations.

(3) The certificate shall be accompanied by a detailed statement showing the kind of property, the date of acquisition, the cost or other basis of the property, the date of sale or exchange, the name and address of the transferee, and the amount of money and the fair market value of the property other than

money received upon such sale or exchange.

(Sec. 7805 of the Internal Revenue Code of 1954, 68 Stat. 917; 26 U.S.C. 7805)

[F.R. Doc. 60-1501; Filed, Feb. 16, 1960; 8:49 a.m.]

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[FCC 60-125]

#### PART 4—EXPERIMENTAL, AUXILIARY, AND SPECIAL BROADCAST SERVICES

##### Frequency Assignment and Sound Channels

At a session of the Federal Communications Commission held at its Offices in Washington, D.C., on the 10th day of February 1960;

The Commission having under consideration amendments to §§ 4.502 and 4.603 of its rules; and

It appearing that on February 18, 1959, the Commission, after appropriate rule making to compensate the AM and TV (aural) STL service for loss of frequencies in the band 890-940 Mc when this band was transferred from non-Government to Government use, adopted the Fifth Report and Order in Docket No. 12404 (FCC 59-141) which, in part, amended the Table of Frequency Allocations in § 2.104 to make the band 942-952 Mc available to AM, FM and TV (aural) STL stations; and

It further appearing that the foregoing change, adopted in Part 2 of the rules requires a corresponding revision in the service rules in Part 4, to reflect the change so adopted; and

It further appearing that inasmuch as these amendments are dictated by orderly rule making processes and that the changes in substance have already been made after the required notice and rule making, prior publication of notice of proposed rule making under the provisions of section 4 of the Administrative Procedure Act is unnecessary and the amendment may become effective immediately; and

It further appearing that authority for the amendments adopted herein is contained in sections 4(i) and 303 of the Communications Act of 1934, as amended;

It is ordered, That effective March 17, 1960, §§ 4.502 and 4.603 are amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: February 12, 1960.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL]

MARY JANE MORRIS,

Secretary.

1. Section 4.502(a) is amended by inserting the phrase "or standard broadcast" between the words "broadcast" and the initials "STL". As amended, paragraph (a) reads as follows:

### § 4.502 Frequency assignment.

(a) An FM broadcast or standard broadcast STL station may be licensed on one of the following frequencies:

Mc	Mc	Mc	Mc
942.5	945.0	947.5	950.0
943.0	945.5	948.0	950.5
943.5	946.0	948.5	951.0
944.0	946.5	949.0	951.5
944.5	947.0	949.5	

2. Section 4.603 is amended by changing the present paragraphs designated (b) and (c) to (c) and (d) respectively, and inserting a new paragraph (b) so that the section will read as follows:

### § 4.603 Sound channels.

(a) The frequencies listed in § 4.602(a) may be used for the simultaneous transmission of the picture and sound portions of television broadcast programs and for cue and order circuits, either by means of multiplexing or by the use of a separate transmitter within the same channel. When multiplexing of a television STL station is contemplated, consideration should be given to the requirements of § 3.687 of this chapter regarding the overall system performance requirements. Applications for new television pickup, television STL, and television inter-city relay stations shall clearly indicate the nature of any multiplexing proposed. Multiplexing equipment may be installed on licensed equipment without further authority of the Commission: *Provided*, That the Commission in Washington, D.C., and the Commission's engineer-in-charge of the radio district in which the station is located shall be promptly notified of the installation of such apparatus: *And provided further*, That the installation of such apparatus on a television STL station shall not result in degradation of the overall system performance of the television broadcast station below that permitted by § 3.687 of this chapter.

(b) The following additional frequencies are allocated for assignment to television STL stations and television inter-city relay stations for the transmission of the sound portion only of television program material or communications relating thereto:

Mc	Mc	Mc	Mc
942.5	945.0	947.5	950.0
943.0	945.5	948.0	950.5
943.5	946.0	948.5	951.0
944.0	946.5	949.0	951.5
944.5	947.0	949.5	

(c) Any television STL station or television inter-city relay station used for the transmission of the sound portion only of television program material and for which there was outstanding a valid construction permit or license on April 16, 1958, specifying operation on any frequency between 890 Mc and 940 Mc may continue to be operated on such frequencies for the remainder of the term specified in such authorization and may, upon appropriate application therefor, be granted a renewal of license subject to the condition that no harmful interference shall be caused to the radiopositioning service operating in the band 890-942 Mc and subject to the further condition that the licensee must accept

any interference which may be caused by the operation of radiopositioning stations in the band 890-942 Mc and industrial, scientific, and medical (ISM) equipment operating in the band 890-940 Mc.

(d) Remote pickup broadcast stations may be used in conjunction with television pickup stations for the transmission of the aural portion of television programs or events that occur outside a television studio and for the transmission of cues, orders, and other related communications necessary thereto. The rules governing remote pickup broadcast stations are contained in Subpart D of this part.

[F.R. Doc. 60-1505; Filed, Feb. 16, 1960; 8:50 a.m.]

[Docket No. 13287; FCC 60-135]

## PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

### General Technical Requirements

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 10th day of February 1960;

The Commission having under consideration the above-captioned matter;

It appearing that in accordance with the requirements of section 4(a) of the Administrative Procedure Act, notice of proposed rule making in this matter, which made provision for the submission of written comments by interested parties, was published in the *FEDERAL REGISTER* on December 4, 1959 (24 F.R. 9747), and the period for filing comments has now expired; and

It further appearing that no comments or objections to the amendment proposed were received; and

It further appearing that the public interest, convenience, and necessity will be served by the amendment herein ordered, the authority for which is contained in section 303(r) of the Communications Act of 1934, as amended.

*It is ordered*, That, effective March 21, 1960, Part 8 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: February 12, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] MARY JANE MORRIS,  
Secretary.

Part 8, Stations on Shipboard in the Maritime Services, is amended as follows:

Section 8.545(a) (3) (i) is amended to read as follows:

### § 8.545 General technical requirements.

(a) \* \* \*

(3) *Power supply.* (i) There shall be readily available for use at all times under normal load conditions while the vessel is navigated in waters specified by Section 381 of Part III of Title III and when required during inspection of the ship radiotelephone station by an authorized representative of the Commis-

sion, a main source of energy capable of supplying electrical power sufficient to energize simultaneously and efficiently the radiotelephone transmitter at its required power, and the required receiver. At all times specified in the preceding sentence the potential of the main source of energy at the power input connections of the radiotelephone installation shall not deviate from its rated electrical potential by more than 10 percent on vessels the construction of which is completed on or after March 1, 1958, nor more than 15 percent on vessels completed before that date: *Provided*, That radiotelephone output power in the medium frequency band under either of these conditions shall not be less than 10 watts when such output power is applicable to a transmitter installed before March 1, 1957. In the case of a vessel of more than 100 gross tons, the keel of which was laid after March 1, 1957, an emergency source of energy independent of the vessel's normal electrical system shall be provided and shall be located in the upper part of the ship, unless the main source of energy is so located, in which case an emergency source of energy is not required. The emergency source of energy, when required, shall be located as near to the radiotelephone transmitter and receiver as is practicable. A source of energy shall be deemed to be located in the upper part of the ship when it is located on the same deck as the wheelhouse or at least one deck above the vessel's main deck. When batteries are used as either a main or emergency source of energy for the radiotelephone installation they shall be located as high above the bilge as practicable and secured against shifting with motion of the boat. They shall be accessible with not less than 10 inches head room.

[F.R. Doc. 60-1506; Filed, Feb. 16, 1960; 8:50 a.m.]

[Docket No. 12987; FCC 60-134]

## PART 19—CITIZENS RADIO SERVICE

### Policy of Frequency Assignment; Permissible Communications

1. On July 22, 1959, the Commission adopted a notice of proposed rule making in the above-entitled matter which was published in the *FEDERAL REGISTER* on July 29, 1959 (24 F.R. 6059). The purpose of the proposed amendment was to redefine the permissible communications in the Citizens Radio Service, primarily to more clearly prohibit certain types of communications properly conducted in the Amateur Radio Service.

2. Ample opportunity was afforded interested persons to submit comments in support of or in opposition to the proposed rule amendments and the time for filing such comments has now expired. Numerous comments, ranging from detailed documents to single-page letters, and one reply comment were filed in the proceeding. Due to the large number, it is not feasible to list here all such comments nor to discuss the various positions of all interested parties. No effort was made to tabulate the number of parties either supporting or opposing the pro-

posed changes. In this connection it should be noted that one comment which contains logical and sound reasons is more helpful to the Commission and is entitled to more weight than many statements merely containing the support or opposition of the party without stating the reasons. Nevertheless, all comments have been carefully read, considered, and given appropriate weight by the Commission in the disposition of the issues involved in the proceeding.

3. Some comments contained suggestions or proposals which go beyond the scope of this proceeding. Included among these were recommendations that Class D stations be assigned specific frequencies as is the case in Class A stations and that specific channels be allocated for certain exclusive uses or for certain categories of users such as emergencies, boats, and gas stations. Parties who wish further consideration of any such suggestion or proposal should file formal petitions for rule making in accordance with the provisions of § 1.202 of the Commission's rules.

4. The comments with respect to the proposed restrictions on amateur-type communications may be placed in three general categories; those supporting the Commission's proposal, those opposed, and those suggesting a compromise by some sort of sharing on either a frequency, time, or geographical basis. The reasons most frequently given in opposition to the proposed limitations may be summarized as follows: (a) Amateur-type activities such as "rag-chewing" and "hamming" promote fellowship and understanding between persons in different parts of the country, (b) such activities further the interest of radio development and provide a communications network in cases of emergency, (c) national publications and advertisements have misled the public, without rebuttal from the Commission, into purchasing equipment for which they would not have use, and (d) in any event the use of citizens radio stations for amateur-type communications far eclipses the amount of use for purposes which the Commission intended the service, and should be permitted to continue. The Commission believes that these comments would be more compelling if there were no Amateur Radio Service, and that they indicate a lack of understanding of the Commission's purpose in establishing the Citizens Radio Service.

5. The Commission, over the years, had established numerous separate radio services to provide for the varied communications requirements of different segments of both industry and local government. Although the rules do not specifically define the types of messages to be transmitted, in each case the licensees are restricted to those communications considered essential to the conduct of that portion of their activities which forms the basis of their eligibility in the particular service. In line with this policy, the Citizens Radio Service was created to provide a means of transmitting the substantive and useful messages related to either the business activities or personal convenience of private citizens who may not be eligible

in any other radio service except the Amateur Radio Service. Since the provisions of the rules governing the other radio services had not been misinterpreted, it was believed unnecessary to define in great detail the type of use which might be made of citizens radio stations. While it was contemplated that there would be unlimited possibilities for use, there was no intention to create a service paralleling the Amateur Radio Service nor was it intended that citizens radio stations be used as a hobby in itself, for technical radio experiments or for general "contacts" of a random nature. Provision for this type of operation had already been made in the Amateur Radio Service which was designed to develop an interest in radio technique and is available to all persons who might be interested in that kind of operation. The fact that there are over 190,000 licensed amateur radio operators in the United States indicates that the knowledge and skills necessary to pass the examination and obtain a license in the Amateur Radio Service are not too difficult to acquire.

6. Random communications, particularly in the 27 Mc frequency band, are capable of creating very serious interference. The present rules governing the Amateur Radio Service insure that no person not technically qualified will engage in random communications and other amateur-type activities. The Commission believes that the requirements of that service are the minimum for persons who engage in amateur-type activities, that such activities should be confined to frequencies reserved for that purpose, and should not be permitted to defeat and interfere with the Commission's purpose in establishing the Citizens Radio Service.

7. The Commission agrees that citizens radio stations may provide a public service as a communications network in cases of emergency or in connection with civil defense activities. However, the Commission is of the opinion that such emergency communications networks should be organized by and under the direction of the duly authorized local civil defense or other governmental authorities; otherwise a group of persons with good intentions might cause interference to the communications of the civil defense agencies conducted under the provisions of § 19.93.

8. The Commission regrets that anyone has been misled by magazine articles or the advertisements of certain equipment manufacturers into purchasing radio equipment solely to conduct amateur-type communications in the Citizens Radio Service. When such material has been submitted to the Commission prior to publication, it has been checked for conformity with the Commission's rules. Thus, later magazine articles, whose authors took the time to first check with the Commission, attempted to correct the false impression that amateur-type communications were permitted in the Citizens Radio Service.

9. The Commission is unable to concur with the statement that the use of the Citizens Radio Service for amateur-type communications eclipses the use for pur-

poses for which the service was intended. Even if this were true, it would not be a good or valid reason for turning the Citizens Radio Service into an examination-free amateur band. However, information obtained from applicants' answers to the question on the application form concerning proposed use of the stations, letters written by licensees, statements of equipment manufacturers, and the comments filed in this proceeding convinces the Commission that by far the majority of the licensees use their stations in a manner which is within the intended scope of the service. The fact that monitoring of the Class D frequencies reveals a substantial amount of amateur-type communications merely points up the fact that a few persons engaging in lengthy amateur-type exchanges can create interference to the extent of destroying the value of the service for those individuals who have a definite but perhaps only an occasional need for communications in their business activities or for personal convenience.

10. Many of the factors discussed above are also applicable reasons against permitting amateur-type communications on some sort of sharing basis. In addition, the erratic skip conditions prevalent in the 27 Mc band and the time differential between the east and west coasts make any geographical or time-sharing arrangements impracticable. Nor with applications for licenses in the Citizens Radio Service presently being received at a rate of more than 8,000 per month can the Commission find that the public interest would be served by diverting any needed frequencies to this purpose. Accordingly, the Commission is adopting amendments to Part 19 which will clearly prohibit amateur-type activities in this service, although not in the exact form as proposed. Since Class A and Class B stations operate on frequencies in the 460-470 Mc band which is not subject to the "skip conditions" characteristic of the 27 Mc band, they have not been used for amateur-type communications to any extent. Therefore, some of the more stringent limitations have been made applicable only to Class D stations. In view of the past misunderstanding the Commission feels that some discussion of certain provisions of the rules as amended is appropriate.

11. Paragraph (a) of § 19.61 as amended merely reflects the Commission's intention that the Citizens Radio Service (except for Class C stations) is contemplated basically as a service for intercommunication between units of a single station. This does not mean that authorization for single units will not be granted, but requires that intercommunication between units of different stations be restricted to useful and substantive messages related to the business or personal activities of the individuals concerned. Examples of permissible intercommunication between stations include communications between boats, hunting and fishing parties, coordinated business activities, and those made pursuant to § 19.61(c) as amended herein. Many of the comments filed in this proceeding pointed out the utility of the

Citizens Radio Service to persons traveling in parts of the country unknown to them and in need of information or service. In this connection the Commission has been informally advised that in certain localities enterprising service stations, motels, etc. have advertised the call signs of their citizens radio stations just for such purposes. The Commission believes that under such circumstances this is a valid and permissible intercommunication between units of different stations. The principal restraint on citizens radio stations contained in paragraph (a) is, of course, the prohibition against communicating with stations licensed or operated under other parts of the Commission's rules or with foreign or government stations, except for communications relating to civil defense activities. This restriction extends to unlicensed equipment operating under Part 15 of the Commission's rules on frequencies which are also available to Class D stations.

12. Paragraph (b) (formerly paragraph (d)) of § 19.61 remains substantially as before. One change is an additional restriction to clearly prohibit the transmission of music or any material intended solely for amusement or entertainment purposes. This change appears necessary in view of reports received by the Commission that some licensees have been using their stations for the transmission to the general public of recorded music, news and weather bulletins and for other similar purposes not intended in the Citizens Radio Service.

13. Paragraph (c) of § 19.61 (formerly paragraph (b)) has been substantially revised both from its present wording and the proposed wording. The Commission concurs with some of the comments that the proposals with respect to the shared, joint, or cooperative use of Class A stations on a non-profit, cost-sharing basis were too restrictive. However, upon reconsideration, the Commission is of the opinion that both the present wording of that provision and the first sentence of paragraph (e) as contained in the notice of proposed rule making are too broad and perhaps misleading. Several reports have been made to the Commission of licensees who have mistakenly interpreted the present provisions and turned over their equipment to other persons to operate, or allowed the equipment of other persons to be operated under their call sign in violation of § 19.92. Therefore, the rules changes as adopted herein provide that except under certain clearly defined conditions a station licensed in the Citizens Radio Service may be used only for transmissions which relate to the business or personal affairs of the licensee.

14. The exception to the foregoing contained in subparagraph (1) of paragraph (c) permits two or more persons, jointly engaged in a business activity on a contractual basis, to use a citizens radio station licensed to one of them for transmission of communications of mutual interest relating to that activity. For an example, this would permit a licensee who is a general building contractor to provide a radiocommunication service to a subcontractor for communi-

cations relating to a mutual construction job. Subparagraph (2) is designed to permit a corporation to render a radiocommunication service to a parent or a subsidiary corporation. The third subparagraph permits the joint, shared, or cooperative use of a unit of a Class A station by two or more licensees for the purpose of communicating with other units of their respective Class A stations, but only on a non-profit, cost-sharing basis. This will allow several licensees to economize not only on cost, but on the use of frequencies by sharing the use of a base, mobile relay, repeater or other similar type station. It should be noted that the rule requires that the licensee of the shared unit make a showing that he has an independent need for that unit to fulfill his communications requirements. This appears necessary in order to prevent a licensee from setting up such a unit for the sole purpose of promoting his own business interest by offering tentative customers shared use of his station. In other words, any shared use of a Class A station must be incidental to the licensee's own use of that station.

15. Except in the limited situations set forth in subparagraphs (1) and (2) of § 19.61(c), joint shared, or cooperative use in any form of a Class B, C or D station is not permitted. The Commission concludes that because of the relatively low cost of equipment used in this service and the ease of obtaining an authorization in this service, provisions for joint, shared, or cooperative use of stations beyond that provided for in the amended rules is unnecessary.

16. Paragraph (d) prohibits a licensee from knowingly interfering with the communications of other stations which involve the immediate safety of life or the immediate protection of property. However, it cannot be emphasized too strongly that this provision applies only to incidental emergency communications, and that no protection can be afforded to stations which regularly transmit emergency communications as part of their normal business either in the Citizens Radio Service or in other services sharing these frequencies (see the Note to § 19.12).

17. Paragraph (e) of § 19.61 merely states that which is only good operating procedure; that is, that all communications, regardless of their nature, shall be restricted to the minimum practicable transmission time. The Commission believes that if the licensees restrict their communications to those for which the Citizens Radio Service was intended and as discussed in this Report and Order, they will naturally comply with the provisions of this paragraph.

18. Except for intercommunication between units of the same station and emergency or civil defense communications, paragraph (f) of § 19.61 limits the transmission of any Class D station or any exchange of communications between two or more Class D stations to not more than five consecutive minutes followed by a two-minute silent period during which the licensee shall monitor the frequencies used and other stations provided an opportunity to use the frequencies.

19. Except for brief test transmissions and emergency or civil defense communications, all transmissions from a Class D station must be addressed to specific persons or stations within the direct groundwave coverage range, and any communication designed to elicit a response from a random or unknown station, such as by calling "CQ" is prohibited. The practice of using a "test" call for the purpose of inviting "DX" contacts with unknown stations will be considered to be a subterfuge in lieu of the general call "CQ" and in violation of the rules. The Commission believes that the limiting of stations to the local groundwave coverage area, as distinguished from communications which depend upon skywave reflection, is consistent with the basis and purpose of the Citizens Radio Service (as stated in § 19.1) as designed to provide for private short-distance radiocommunications. In order to avoid receiving an Official Notice of Violation for an apparent violation of this rule, it is suggested that any licensee of a Class D station operating outside of his home radio inspection district, as represented by the first two digits of his call sign, give his geographical location in addition to his call sign when he makes his station identification as required by § 19.62.

20. The remaining paragraphs of § 19.61 are substantially unchanged and are believed to be self-explanatory.

21. Therefore, upon consideration of all the comments filed herein and of all other matters relevant to this proceeding, the Commission concludes that amendments outlined above and set forth below will materially serve the public interest, convenience, and necessity. The authority for such amendments is contained in sections 4(i) and 303 of the Communications Act of 1934, as amended.

22. In view of the foregoing: *It is ordered*, That effective March 15, 1960, Part 19 of the Commission's rules is amended, as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303.)

Adopted: February 10, 1960.

Released: February 12, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] MARY JANE MORRIS,  
Secretary.

1. Amend § 19.3 to read as follows:

§ 19.3 Policy governing the assignment of frequencies.

(a) The frequencies which may be assigned to Class A stations in the Citizens Radio Service, and the frequencies which are available for use by Class B, Class C, or Class D stations, are listed in Subpart C of this part. Each frequency available for assignment to, or use by, stations in this service is available on a shared basis only, and will not be assigned for the exclusive use of any one applicant; however, the use of a particular frequency may be restricted to (or in) one or more specified geographical areas.

(b) In no case will more than one frequency be assigned to Class A sta-

tions for the use of a single applicant in any given area until it has been demonstrated conclusively to the Commission that the assignment of an additional frequency is essential to the operation proposed.

(c) All applicants and licensees in this service shall cooperate in the selection and use of the frequencies assigned or authorized, in order to minimize interference and thereby obtain the most effective use of the authorized facilities. Continuous or uninterrupted transmissions from a single station or between a number of intercommunicating stations is prohibited, except for communications involving the immediate safety of life, the immediate safety of property, or civil defense operations as provided in § 19.93.

2. Amend § 19.61 to read as follows:

§ 19.61 Permissible communications.

(a) The units of any Class A, Class B, or Class D station licensed in the Citizens Radio Service are authorized primarily to communicate with other units of the same station; secondarily, units of all Class A, Class B, and Class D stations are authorized to intercommunicate with units of other stations in the Citizens Radio Service only when necessary for the exchange of substantive messages related to the business or personal activities of the individuals concerned. Communications with stations licensed or operated under the provisions of other parts of this chapter, or with United States Government or foreign stations, is prohibited except for communications relating to civil defense activities in accordance with the provisions of § 19.93.

(b) A citizens radio station may not be used for any purpose or in connection with any activity which is contrary to federal, state, or local law; or to carry communications for hire; or to carry program material of any kind for use either directly or indirectly in connection with broadcasting; or for the transmission of music; or for the transmission of any material intended solely for amusement or entertainment purposes; or for the direct transmission of any material to the public through public address systems or similar means.

(c) Except for stations which are used solely for the control of remote objects or devices by radio, or for the remote actuation of devices which are used solely as a means of attracting attention, no station in this service shall be used for the transmission of any communications or signal other than those concerning the business activities or personal affairs of the licensee, and no compensation or remuneration in any form may be accepted by the licensee from any other person for such use. Exception to the foregoing may be granted upon written request, but only upon a showing, satisfactory to the Commission, that the proposed use complies in full with the provisions of one of the subparagraphs of this paragraph and that the licensee has full access to and exclusive control over the radio equipment operated under the authority of the license held by him. In each case where compensation or remuneration is authorized to be received by the licensee, the applicable contract

and records which reflect the cost of the service and its non-profit, cost-sharing basis shall be maintained by the licensee and held available at least one year for inspection by Commission representatives. The situations under which such additional authority may be granted are as follows:

(1) The licensee proposes to provide private radiocommunication facilities to some other person with whom he is engaged in a business activity on a contractual basis (other than as a partnership or association), for the sole purpose of transmitting communications of common interest concerning that activity. Any compensation or remuneration received by the licensee, if authorized, shall be governed by a contract entered into by the parties concerned, and shall not exceed the cost of providing the facilities divided on an equitable basis among all parties making use thereof.

(2) The licensee is a corporation and proposes to provide private radiocommunication facilities for the transmission of messages or signals by or on behalf of its parent corporation, another subsidiary of the same parent corporation, or its own subsidiary. Any remuneration or compensation received by the licensee for the use of the radiocommunication facilities shall be governed by a contract entered into by the parties concerned, and the total of such compensation shall not exceed the cost of providing the facilities.

(3) The licensee proposes the joint, shared, or cooperative use of a unit of a Class A station with one or more other licensees in this service for the purpose of communicating on a regular basis with other units of their respective Class A stations. All such use of the private radiocommunication facilities shall be pursuant to a written contract which shall provide that contributions to capital and operating expenses shall be made on a non-profit, cost-sharing basis, said costs to be divided on an equitable basis among all parties to the agreement. In addition, the licensee must show a separate and independent need for the particular unit proposed to be shared, to fulfill his own communications requirements.

(d) No person operating a station in this service shall knowingly interfere with or interrupt communications of other stations which involve the immediate safety of life or the immediate protection of property.

(e) All communications, regardless of their nature, shall be restricted to the minimum practicable transmission time.

(f) Except in the case of intercommunication between units of the same station, or in the case of communications involving the immediate safety of life, the immediate protection of property, or civil defense communications as provided in § 19.93, the transmission of any Class D station or any exchange of communications between two or more such stations shall not exceed five consecutive minutes and shall be followed by a silent period of at least two minutes in order to provide other stations an opportunity to use the frequency or frequencies involved; during this silent period the station(s) originally transmitting or

communicating shall monitor all frequencies involved before any further transmissions are made.

(g) Except for brief test transmissions as provided in paragraph (j) of this section, all transmissions from a Class D station licensed in this service shall be addressed to specific persons or stations within the direct groundwave coverage range. Any communication which depends primarily upon skywave reflection or any communication or transmission designed to elicit a response from random or unknown stations (such as by use of the general call "CQ" or by some similar procedure) is prohibited except in cases of emergency involving the health or safety of individuals, the protection of property, or civil defense operation as provided in § 19.93.

(h) Except for brief test transmissions as provided in paragraph (j) of this section, a citizens radio station which is used for the purpose of communication shall not emit a carrier wave except when actual communications are being transmitted.

(i) Except as provided in paragraph (j) of this section, a citizens radio station which is used to control remote objects or devices by means of radio, or to remotely actuate devices which are used as a means of attracting attention, shall not be operated in a manner which involves the radiation of energy except when actual control signals are being transmitted.

(j) A citizens radio station may transmit a brief test signal, either with or without modulation as appropriate, when necessary for tests or adjustments of the station equipment. In addition, a citizens radio station may transmit a continuous carrier, without being simultaneously modulated by any form of communication or signal, while such station is actually being used to control model aircraft in flight by means of interrupted tone modulation of its carrier.

(k) The licensee of any station in this service may, during a period of emergency in which normal communication facilities are disrupted or inadequate as a result of hurricane, flood, earthquake, enemy action, or similar disaster, utilize such station for emergency communications without regard to the provisions of paragraphs (a), (c), (d), (f), and (g) of this section, subject to the following conditions:

(1) As soon as possible after the beginning of such emergency use, notice shall be sent to the Commission in Washington, D.C., and to the Engineer in Charge of the Radio District in which the station is located, stating the nature of the emergency and the use to which the station is being put;

(2) The emergency use of the station shall be discontinued as soon as substantially normal communication facilities are again available, and the Commission in Washington, D.C., and the Engineer in Charge, shall be notified immediately when such special use of the station is terminated; and

(3) The Commission may at any time order discontinuance of such special use of the authorized facilities.

[F.R. Doc. 60-1504; Filed, Feb. 16, 1960; 8:50 a.m.]

# Proposed Rule Making

## DEPARTMENT OF AGRICULTURE

### Agricultural Marketing Service

[ 7 CFR Part 1018 ]

[Docket No. AO-286-A2]

### MILK IN SOUTHEASTERN FLORIDA MARKETING AREA

#### Decision on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure, governing the formulation of marketing agreements and marketing order (7 CFR Part 900), a public hearing was held at Fort Lauderdale, Florida, on October 5 and 6, 1959, pursuant to notice thereof issued on September 21, 1959 (24 F.R. 7703).

The material issues on the record of the hearing related to:

1. Definition of producer;
2. Price for Class I milk;
3. Classification and price for milk dumped;
4. Classification of diverted and transferred milk, shrinkage, and inventories;
5. Base-excess plan; and
6. Miscellaneous and conforming changes.
  - (a) Definition of Chicago butter price;
  - (b) Establishment of milk weights or measurement;
  - (c) Advance payments; and
  - (d) Adjustment of overdue accounts.

**Findings and conclusions.** The findings and conclusions relative to issues 1, 2, 3, 4 and 6 are reserved for a later decision pending further study of the hearing record. The following findings and conclusions on the base and excess plan are based on evidence presented at the hearing and the record thereof:

5. **Base-excess plan.** The application of the base-excess plan should be changed so that producers will earn their base during the months of August through December rather than August through January. Changes should be made in the calculation of bases for new producers, and in the rules for transfer of bases.

During the base earning months of August through January there is an incentive for producers to increase production for the purpose of earning a high base to apply in the subsequent months. During the same months there is a seasonally rising trend in fluid milk consumption in this market, reaching the highest level within the January-March period. Subsequently there is normally a rapid seasonal decline in the Class I sales during spring months. The producer's association testified that producers will be better able to adjust their production in anticipation of this reversal in the sales pattern if the base earning

period ends with December rather than January.

The change proposed by producers would favor a better seasonal adjustment of production to market needs. Producers have tended to delay their production changes in spring months beyond the time when the seasonal decline in Class I sales occurs. Part of this may be due to the earning of bases during months when Class I sales and production are higher than in the subsequent spring months. Removal of January from the base earning period will thus tend to reduce the average size of bases earned and bring bases into a better relationship with subsequent seasonal changes in Class I sales.

The order contains a provision that a new producer who has not earned a base during the August-January period, or a producer who has earned such base and elects to relinquish it, may have his base computed for each month as 75 percent of his milk deliveries. In a considerable number of cases there has been more advantage to a producer to elect a base equal to 75 percent of his deliveries then to depend on his earned base. This has been particularly true of producers who have increased their production.

The option of a percentage of production as a base is intended to allow new producers to obtain a base without waiting until they have produced milk during an entire base earning period. It also serves to provide an alternative base for any producer whose production has been reduced accidentally during the base earning period. This provision, however, has materially reduced the effectiveness of the base plan since it provides much less incentive to adjust production than does an earned base. Some producers have expanded their production during and after the base earning period to the extent that 75 percent of their production exceeds their respective earned bases.

In order for the base plan to operate effectively, to equitably apportion the total value of milk among producers on the basis of their marketings during a representative period of time, as provided in the Act, the base available to new producers and as an alternative to producers who have earned a base, should be a percentage of their deliveries in each month as set forth in the following schedule:

Percent		Percent	
February	50	August	70
March	50	September	70
April	50	October	65
May	55	November	60
June	55	December	55
July	60	January	55

These percentages, which were proposed by the producer association, will adjust seasonally the optional base (and similarly the base for new producers) to the normal seasonal changes in fluid market requirements. As a result, such percentage bases will more

nearly represent an equitable sharing in the market as compared to producers who rely on their earned bases.

The effectiveness of the base plan has also been circumvented by methods such as the division of milk production on a farm between two members of a family so that one member may receive payment on the earned base and the other member receive payment on a base assigned under the provision for new producers at 75 percent of his milk deliveries. Under such an arrangement the deliveries may be apportioned so as to achieve a greater percentage of base milk under the two names than if all milk deliveries for the farm were under one name. This is a further reason for establishing percentage bases as shown in the preceding schedule. Also to prevent manipulation of bases in the case of deliveries from the same farm under two or more names, it should be provided that the base or bases assigned to persons who are producers using the same production facilities shall not exceed the base assignable if a single person were supplying milk from these production facilities. The term production facilities would include milking barns and land.

A person who has transferred an earned base may not acquire a percentage base until after the next base earning period. The intent of this provision will be made more definite by stating that a producer who transfers his earned base may not acquire a percentage base until after the end of the period to which the transferred base applies.

It should be provided that a base may be divided among members of a partnership, among members of the immediate family of a base holder, or among stockholders of a corporation at dissolution of the corporation. All changes which a producer or producers may desire in their base, including transfers, division and election of a percentage base, will require a written request to the market administrator, clearly setting forth the change requested. Such a request should be submitted prior to the effective date of the change, on forms prescribed by the market administrator.

The proposal made by producers that a producer should have the election of retaining his base earned for the preceding base payment period is adopted as an additional recourse for producers whose production has been reduced by accidental circumstances during the most recent base earning period.

**Rulings on proposed findings and conclusions.** Briefs and proposed findings and conclusions were filed on behalf of certain interested parties in the market. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested

parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

**General findings.** (a) The tentative marketing agreement and the order as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the prices of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

**Rulings on exceptions.** In arriving at the findings and conclusions, and the regulatory provisions of this decision, each of the exceptions received was carefully and fully considered in conjunction with the record evidence pertaining thereto. To the extent that the findings and conclusions, and the regulatory provisions of this decision are at variance with any of the exceptions, such exceptions are hereby overruled for the reasons previously stated in this decision.

**Marketing agreement and order.** Annexed hereto and made a part hereof are two documents entitled, respectively, "Marketing agreement regulating the handling of milk in the Southeastern Florida marketing area", and "Order amending the order regulating the handling of milk in the Southeastern Florida marketing area", which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions.

**It is hereby ordered,** That all of this decision, except the attached marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreement are identical with those contained in the order as hereby proposed to be amended by the attached order which will be published with this decision.

**Determination of representative period.** The month of December 1959 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the attached order amending the order regulating the handling of milk in the Southeastern Florida marketing area, is approved or favored by producers, as defined under the terms of the order as hereby proposed to be amended, and who, during such representative period, were engaged

in the production of milk for sale within the aforesaid marketing area.

Issued at Washington, D.C., this 12th day of February 1960.

TRUE D. MORSE,  
Acting Secretary.

*Order Amending the Order Regulating the Handling of Milk in the Southeastern Florida Marketing Area*

**§ 1018.0 Findings and determinations.**

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) **Findings upon the basis of the hearing record.** Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (Part 900 of this title), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Southeastern Florida marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

**Order relative to handling.** It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Southeastern Florida marketing area shall be in conformity to and in compliance with the terms and conditions of the order, as hereby amended:

Delete §§ 1018.90, 1018.91 and 1018.92 and substitute the following:

<sup>1</sup> This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

**§ 1018.90 Computation of daily base for each producer.**

Subject to the rules set forth in § 1018.91, a daily base, effective for 12 months beginning February 1 of each year, shall be computed for each producer by dividing the total pounds of milk received from such producer at all pool plants during the base earning months of August through December immediately preceding by the number of days beginning with the first day of delivery by such producer during such months through the last day of December, inclusive, or by 120, whichever is greater: *Provided*, That any producer who, during the preceding months of August through December, delivered his milk to a nonpool plant which subsequently became a pool plant shall be assigned a base in the same manner calculated from his deliveries during such August-December period to such plant: *And provided further*, That for the period beginning with March 1, 1960, and through January 31, 1961, the daily base for each producer shall be computed by dividing the total pounds of milk received from such producer at all pool plants during the base earning months of August 1959 through January 1960, inclusive, by the number of days from the first day of delivery during such months through the last day of January, or by 150, whichever is greater, subject also to the first proviso of this section applied to the August 1959 through January 1960 period instead of the August-December period.

**§ 1018.91 Base rules.**

The following rules shall apply in connection with the establishment and assignment of bases:

(a) Subject to the provisions of paragraph (b) of this section, the market administrator shall assign a base as calculated pursuant to § 1018.90 to each person for whose account milk was delivered to plants as described in § 1018.90 during the months of August through December (August through January for bases effective March 1, 1960): *Provided*, That any producer who has not earned a base pursuant to § 1018.90 or any producer who elects to relinquish such base by giving written notice to the market administrator, shall be assigned a base each month equal to the percentage of his deliveries specified in the following schedule:

	Percentage		Percentage
February -----	50	August -----	70
March -----	50	September -----	70
April -----	50	October -----	65
May -----	55	November -----	60
June -----	55	December -----	55
July -----	60	January -----	55

(b) Assignment and transfer of any base shall be subject to the following rules:

(1) An entire base (except one computed pursuant to the proviso of paragraph (a) of this section) may be transferred from a person holding such base to any other person, effective as of the end of any month during which an application for such transfer is received by the market administrator, such application to be on forms approved by the

market administrator and signed by the baseholder, or his heirs, and by the person to whom such base is to be transferred: *Provided*, That if a base is held jointly, the entire base shall be transferable only upon the receipt of such application signed by all joint holders, or their heirs, and by the person to whom such base is to be transferred.

(2) If milk received as producer milk under the name of more than one person is produced on, in, or by use of the same milking barns or premises, the base or bases assigned to such persons as producers shall not exceed the base assignable if such milk were produced by one person using the same facilities.

(3) A base may be divided among members of a partnership, among members of the immediate family of the baseholder, or among stockholders of a corporation at dissolution of the corporation, such division to be effective as of the end of any month during which an application for such division is received by the market administrator on forms approved by the market administrator and signed by persons making such division.

(4) A person who has transferred a base computed from milk deliveries to pool plants during a base earning period may not have a base assigned to him on a percentage of his deliveries pursuant to the proviso of paragraph (a) of this section until after the end of the period to which the transferred base applies.

(5) A producer who has made milk deliveries to pool plants during the immediately preceding base earning period may elect to have his base computed from his milk deliveries to pool plants in the second preceding base earning period, if he so notifies the market administrator prior to the month in which such election will apply.

#### § 1018.92 Announcement of established bases.

On or before January 25th of each year, the market administrator shall notify each producer, and the handler receiving milk from such producer, of the producer's daily base to be effective for the 12-month period, beginning February 1 of such year: *Provided*, That for the period March 1960 through January 1961, each producer's base shall be announced on or before February 25, 1960.

[F.R. Doc. 60-1489; Filed, Feb. 16, 1960; 8:47 a.m.]

#### [ 9 CFR Part 201 ]

### REGULATIONS UNDER PACKERS AND STOCKYARDS ACT

#### Payment for Livestock

Notice is hereby given, in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that it is proposed to amend § 201.43 (9 CFR 201.43) of the regulations under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), by designating the text of present § 201.43 of the regulations as paragraph "(a)" and by adding a new paragraph "(b)" reading as follows:

(b) *Packers, market agencies and dealers to make prompt payment for livestock purchased.* Each packer, market agency or dealer shall, before the close of the next business day following the purchase of livestock and the determination of the amount of the purchase price, remit to the seller or his duly authorized agent the full amount of the purchase price.

The purpose of the proposed regulation is to establish a uniform rule regarding payment for livestock purchased by packers, market agencies and dealers consistent with the provisions of present § 201.43 which require market agencies selling livestock on a commission basis to remit net proceeds to shippers within 24 hours following the sale of the shippers' livestock.

Any person who wishes to submit written data, views, or arguments concerning the proposed rule may do so by filing them with the Director, Livestock Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., within 30 days after publication hereof in the *FEDERAL REGISTER*.

Done at Washington, D.C., this 10th day of February, 1960.

ROY W. LENNARTSON,  
Deputy Administrator.

[F.R. Doc. 60-1491; Filed, Feb. 16, 1960; 8:47 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[ 47 CFR Parts 31, 33 ]

[Docket No. 13396; FCC 60-127]

### RETIREMENT UNITS FOR AERIAL CABLE AND AERIAL WIRE

#### Notice of Proposed Rule Making

In the matter of Amendment of Parts 31 and 33 (Uniform System of Accounts for Class A and Class B Telephone Companies and Uniform System of Accounts for Class C Telephone Companies, respectively) of the Commission's rules and regulations with respect to retirement units for aerial cable and aerial wire; Docket No. 13396.

1. The American Telephone and Telegraph Company (AT&T), on behalf of itself and its associated operating telephone companies, by letter dated January 30, 1959, has requested that the Commission amend Part 31 (Uniform System of Accounts for Class A and Class B Telephone Companies) of its rules and regulations to increase the minimum lengths of aerial cable and aerial wire which are defined as retirement units in § 31.8, "List of Retirement Units," from "A span of cable, \* \* \*" to "Two continuous spans or more of cable, \* \* \*" and "Two continuous spans or more of one wire, \* \* \*" to "Five continuous spans or more of one wire, \* \* \*". An accompanying editorial change is to make the expression "a span" appearing in quotation marks in the sentence en-

closed in parentheses in the first paragraph under the cable accounts read simply "span." The Commission proposes to make the changes in Part 31 of its rules as requested unless comments received in this proceeding indicate that some other course would be preferable.

2. AT&T stated that its proposal is made in order that many small replacements of aerial cable and aerial wire, which are part of current plant upkeep and which are now accounted for as construction and removals, may be accounted for as maintenance which would result in considerable savings in accounting and other clerical effort. In the restoration of service in instances where a few feet of cable in a span have been damaged, it is frequently more practical to replace the whole span than to undertake mid-span repairs. When replacing aerial wire because of a break in a span of such wire, it is frequently necessary to replace more than two spans because of damage to the wire at the tie wires in the adjoining spans. It is estimated that there are annually in the Bell System about 15,000 of these jobs relating to aerial cable and aerial wire which are presently accounted for as construction and removals but which would be classified as maintenance under the proposed amendment.

3. AT&T anticipates that considerable savings in the Bell System would result if the proposed accounting changes were adopted because recording and accounting processes for maintenance work are simpler and less extensive than those for construction and removals. The latter procedures require retirement entries and entries on continuing property records, location records and mortality records, while the former do not require such entries. It is estimated that there will be an increase in maintenance expense for the Bell System of \$1,500,000 annually in connection with the proposed changes in the retirement units for aerial cable and aerial wire. AT&T states that this increase would be offset in part by a decrease in accounting and other clerical expense. It appears that the proposed changes would also produce a long run reduction in depreciation expenses because of the lengthened "life" of the plant in question due to accounting for these small replacements as maintenance rather than as retirements.

4. As long ago as 1920 it was stated by one writer that all acts of repairs are in their essential nature replacements. He was saying no more than that if accounting could be performed practicably in its theoretically ideal form every replacement of a part of equipment or structures, no matter how small, would be recorded in the accounts as a retirement and as an installation of plant. This ideal is clearly not practicable and the practical compromise is to draw a line between minor and major replacements with the former being accounted for as maintenance expense and the latter through the plant and depreciation reserve accounts. In this proceeding the suggestion is that certain plant replacements which have for years been treated as major replacements be changed in

designation to the status of minor replacements. It has been demonstrated in practice that it is practicable to treat these items as retirement units. On the other hand, substantial accounting and other clerical expense savings are claimed if the retirement units are enlarged. These few comments, along with those made in paragraph 3 regarding the likelihood of lower depreciation rates, are made in partial explanation of the effect of the changes proposed and with the further thought that they may tend to generate helpful comments on the proposal.

5. The Commission also proposes to amend the retirement units for aerial cable and aerial wire in Part 33 (Uniform System of Accounts for Class C Telephone Companies) of the Commission's rules in exactly the same respects as is proposed for Part 31. However, any comments with respect to the applicability of the modified retirement units to Class C companies will be given due consideration.

6. Comments are solicited directed to the question as to whether there are circumstances peculiar to the operations of smaller telephone companies which would make it less advisable than for large companies to make the proposed amendments applicable to Class B and Class C telephone companies. The oper-

ating practices of these companies may differ from those of the large companies. Also, due to the more limited geographic areas in which these companies operate, the greater use of maintenance accounting could, in the case of storm damage, result in relatively wide fluctuations in their maintenance expenses. The question is whether this might be substantial enough to be objectionable.

7. The retirement units as well as the types of plant used by wire-telegraph, ocean-cable, and radiotelegraph carriers vary considerably from those for telephone companies. However, while no changes are proposed herein for Part 34, Uniform System of Accounts for Radiotelegraph Carriers, or for Part 35, Uniform System of Accounts for Wire-Telegraph and Ocean-Cable Carriers, of the Commission's rules, any comments will be considered with respect to whether similar changes should be made in the retirement units prescribed in these systems.

8. This Notice of Proposed Rule Making is issued under authority of sections 4(i) and 220 of the Communications Act of 1934, as amended.

9. Any interested party who is of the opinion that the proposed amendments should not be adopted, or should not be adopted in the form proposed herein, may file with the Commission on or be-

fore March 14, 1960, a statement or brief setting forth his comments. Comments in support of the proposed amendments may also be filed on or before the same date. Comments or briefs in reply to the original comments or briefs may be filed within 20 days of the last day for filing said original comments or briefs. No additional comments may be filed unless (1) specifically requested by the Commission, or (2) good cause for filing such additional comments is established. The Commission will consider all such comments that are presented before taking action in the matter and, if any comments are submitted which appear to warrant the holding of oral argument, notice of the time and place of such oral argument will be given. In accordance with the provisions of § 1.54 of the Commission's rules and regulations, an original and fourteen copies of all statements or briefs filed shall be furnished to the Commission.

Adopted: February 10, 1960.

Released: February 12, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] MARY JANE MORRIS,  
*Secretary.*

[F.R. Doc. 60-1507; Filed, Feb. 16, 1960;  
8:50 a.m.]

# Notices

## DEPARTMENT OF THE TREASURY

### Bureau of Customs

[417.33]

### CERTAIN ALLOYS CONTAINING BUT NOT IN CHIEF VALUE OF MAGNESIUM

#### Change of Tariff Classification

FEBRUARY 11, 1960.

The Bureau of Customs published a notice in the FEDERAL REGISTER dated October 28, 1959, that the tariff classification of certain alloys containing but not in chief value of magnesium was under review. The Bureau by its letter to the collector of customs at New York, New York, dated February 11, 1960, ruled that alloys in ingot form containing 80 percent magnesium and 20 percent thorium, and alloys in sintered pellet form containing 60 percent magnesium and 40 percent zirconium, which are in chief value of thorium and zirconium, respectively, are not classifiable as magnesium alloys under paragraph 375, Tariff Act of 1930, but are classifiable as articles not specially provided for, manufactured, composed in chief value of other metal, under paragraph 397, Tariff Act of 1930.

As the Bureau's ruling of February 11, 1960, will result in the assessment of duty at a higher rate than has heretofore been assessed under a uniform and established practice, it shall be applied to such or similar merchandise only when entered, or withdrawn from warehouse, for consumption after 90 days after the date of publication of an abstract of that decision in the weekly Treasury Decisions.

[SEAL] D. B. STRUBINGER,  
Acting Commissioner of Customs.

[F.R. Doc. 60-1502; Filed, Feb. 16, 1960;  
8:49 a.m.]

#### Office of the Secretary

[Dept. Circ. 570, 1959 Rev. Supp. 13]

### PENNSYLVANIA INSURANCE CO.

#### Surety Company Acceptable on Federal Bonds

FEBRUARY 11, 1960.

The Pennsylvania Fire Insurance Company, a Pennsylvania corporation, has formally changed its name to The Pennsylvania Insurance Company, effective December 31, 1959. A copy of Certificate of Amendment and Restatement of Charter, certified by the Insurance Commissioner of Pennsylvania, changing the name of the The Pennsylvania Fire Insurance Company to The Pennsylvania Insurance Company, has been received and filed in the Treasury.

The change in name of The Pennsylvania Fire Insurance Company does not affect its status or liability with respect to any obligation in favor of the United

States or in which the United States has an interest, which it may have undertaken pursuant to its authority under the Act of Congress approved July 30, 1947 (6 U.S.C. secs. 6-13), to qualify as sole surety on such obligations.

The name of the company will appear as The Pennsylvania Insurance Company in the next annual revision of this circular (Treasury Department Circular No. 570) which lists the companies authorized to act as acceptable sureties on bonds in favor of the United States.

[SEAL] W. T. HEFFELFINGER,  
Fiscal Assistant Secretary.

[F.R. Doc. 60-1503; Filed, Feb. 16, 1960;  
8:49 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Notice No. 8]

#### ALASKA

#### Notice of Filing of Alaska Protraction Diagram; Anchorage Land District

FEBRUARY 10, 1960.

Notice is hereby given that effective with this publication, the following protraction diagrams are officially filed of record in the Anchorage Land Office, 334 East Fifth Avenue, Anchorage, Alaska. In accordance with 43 CFR 192.42a(c), (24 F.R. 4140, May 22, 1959), these protractions will become the basic record for the description of oil and gas lease offers filed at and subsequent to 10:00 a.m. on the thirty-first day after the publication of this notice.

#### SEWARD MERIDIAN

#### Alaska Protraction Diagram (Unsurveyed)

S 20-12, Ts. 5 to 8 S., Rs. 65 to 68 W.  
S 20-13, Ts. 9 to 12 S., Rs. 65 to 68 W.  
S 20-14, Ts. 9 to 12 S., Rs. 69 to 72 W.  
S 20-16, Ts. 13 to 16 S., Rs. 73 to 76 W.  
S 20-17, Ts. 13 to 16 S., Rs. 69 to 72 W.  
S 20-18, Ts. 13 to 16 S., Rs. 65 to 68 W.

Copies of these diagrams are for sale at one dollar (\$1.00) per sheet by the Cadastral Engineering Office, Bureau of Land Management, mailing address: 334 East Fifth Avenue, Anchorage, Alaska.

IRVING W. ANDERSON,  
Manager,  
Anchorage Land Office.

[F.R. Doc. 60-1500; Filed, Feb. 16, 1960;  
8:49 a.m.]

#### Bureau of Reclamation

[Public Announcement 25, Amdt. 2]

#### COLUMBIA BASIN PROJECT, WASHINGTON

#### Public Announcement of Sale of Full-Time Farm Units

Public announcement of the sale of farm units in the South Columbia Basin

Irrigation District, Columbia Basin Project, Washington, dated October 18, 1956, and published in the FEDERAL REGISTER at 21 F.R. 8826, as amended by Amendment No. 1, dated April 8, 1958, and published in the FEDERAL REGISTER at 23 F.R. 2539, is amended as follows:

In subsection 1.b. by deleting from the list of farm units offered, the farm units listed below:

Irrigation block	Farm unit
18	150
18	158
19	89

FRED G. AANDAHL,  
Assistant Secretary of the Interior.

FEBRUARY 9, 1960.

[F.R. Doc. 60-1486; Filed, Feb. 16, 1960;  
8:47 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 13387, 13388; FCC 60M-276]

### ALVARADO TELEVISION CO., INC. (KVOA-TV) AND OLD PUEBLO BROADCASTING CO. (KOLD-TV)

#### Order Scheduling Hearing

In re applications of Alvarado Television Co., Inc. (KVOA-TV), Tucson, Arizona, Docket No. 13387, File No. BPCT-2685; Old Pueblo Broadcasting Company (KOLD-TV), Tucson, Arizona, Docket No. 13388, File No. BPCT-2686, for construction permits to change existing facilities.

It is ordered, This 10th day of February 1960, that Charles J. Frederick will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on March 17, 1960, in Washington, D.C.

Released: February 11, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1508; Filed, Feb. 16, 1960;  
8:50 a.m.]

[Docket No. 13385; FCC 60M-274]

### ANTENNAVISION SERVICE CO., INC.

#### Order Scheduling Hearing

In re applications of Antennavision Service Company, Inc., Phoenix, Arizona, Docket No. 13385; for construction permit for new fixed radio station at Oatman Mountain, Arizona, File No. 2984-C1-P-59 (KPK30); for construction permit for new fixed radio station at Telegraph Pass, Arizona, File No. 2985-C1-P-59 (KPK31).

It is ordered, This 10th day of February 1960, that H. Gifford Irion will preside at the hearing in the above-entitled

proceeding which is hereby scheduled to commence on March 21, 1960, in Washington, D.C.

Released: February 11, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1509; Filed, Feb. 16, 1960;  
8:51 a.m.]

[Docket No. 12954; FCC 60M-278]

# DAWKINS ESPY

## Order Continuing Hearing

In re application of Dawkins Espy, Glendale, California, Docket No. 12954, File No. BPH-2365; for construction permit for new FM broadcast station.

The Hearing Examiner having before him a Motion for Continuance of the hearing in this proceeding, filed by E. L. Cord, doing business as Los Angeles Broadcasting Company on February 9, 1960;

It appearing that because of conflict with another commitment the principal employees of the movant are unable to attend the hearing now scheduled for April 4, 1960, and request is therefore made for continuance of the hearing from April 4, 1960, to April 11, 1960; and

It further appearing that all parties to this proceeding have consented to this request for continuance;

*It is ordered*, This 10th day of February 1960, that the Motion for Continuance is granted; and the hearing in the above-entitled proceeding now scheduled for April 4, 1960, is continued to April 11, 1960.

Released: February 11, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1510; Filed, Feb. 16, 1960;  
8:51 a.m.]

[Docket No. 13386; FCC 60M-275]

# GENERAL TELEPHONE COMPANY OF THE NORTHWEST

## Order Scheduling Hearing

In the matter of General Telephone Company of the Northwest, Docket No. 13386; regulations and charges for supplemental equipment in connection with pulse data in (slowed down video) transmission.

*It is ordered*, This 10th day of February 1960, that Basil P. Cooper will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on April 20, 1960, in Washington, D.C.

Released: February 11, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1511; Filed, Feb. 16, 1960;  
8:51 a.m.]

[Docket No. 12176 etc.; FCC 60M-281]

# KTAG ASSOCIATES (KTAG-TV) ET AL.

## Order Scheduling Further Hearing

In re applications of Charles W. Lamar, Jr., J. Warren Berwick, Harold Knox & R. B. McCall, Jr., d/b as KTAG Associates (KTAG-TV), Lake Charles, Louisiana, Docket No. 12176, File No. BMPCT-4682; for modification of construction permit; Evangeline Broadcasting Company, Inc., Lafayette, Louisiana, Docket No. 12177, File No. BPCT-2335, Acadian Television Corporation, Lafayette, Louisiana, Docket No. 12178, File No. BPCT-2351, for construction permits for new television broadcast stations; Camellia Broadcasting Company, Inc. (KLFY-TV), Lafayette, Louisiana, Docket No. 12436, File No. BMPCT-4711, for modification of construction permit.

On the Examiner's own motion: *It is ordered*, This 11th day of February 1960, that further hearing presently scheduled for February 12, 1960, in the above-entitled proceeding, be, and the same is, hereby continued to February 26, 1960, in the offices of the Commission, Washington, D.C.

Released: February 11, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1512; Filed, Feb. 16, 1960;  
8:51 a.m.]

[Docket No. 13395; FCC 60-126]

# MICRORELAY OF NEW MEXICO, INC.

## Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Microrelay of New Mexico, Inc., Roswell, New Mexico, Docket No. 13395: for construction permit for new fixed video radio station near Corona, New Mexico, File No. 664-C1-P-60, Station KLN76; for construction permit for new fixed video radio station at Boy Scout Mountain, New Mexico File No. 665-C1-P-60, Station KLN77.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 10th day of February 1960;

The Commission having under consideration a protest timely filed on January 19, 1960, by John A. Barnett, licensee of television station KSWs-TV, Roswell, New Mexico (hereinafter referred to as Barnett), protesting the grant, on December 16, 1959, without hearing, of the above indicated applications of Microrelay of New Mexico, Inc. (hereinafter referred to as Microrelay); the opposition to such protest timely filed by Microrelay on January 29, 1960; a reply to Microrelay's opposition timely filed by Barnett on February 5, 1960; and a petition to accept amendment to the applications nunc pro tunc, filed January 27, 1960, by Microrelay; and

It appearing that Barnett is a party in interest with standing to protest

herein, and that said protest is legally sufficient; and

It further appearing that Microrelay's petition to accept amendment of its applications nunc pro tunc alleges good cause in support thereof and shows that applicant's omissions in this regard were the result of oversight and inadvertence; that the equities in this situation are strongly in favor of a grant of the relief sought and that the public interest will not thereby be prejudiced; and that the rule of law set forth in Johnston Broadcasting Company vs FCC, 85 U.S. App. D.C. 40, 175 Fed. 2d, 351, and subsequently followed by the Commission in numerous cases requires a grant of the relief sought;<sup>1</sup> and

It further appearing that the basic questions and issues raised in this protest are essentially similar to those pending before us in re Applications of Montana-Idaho Microwave, Inc. (Docket Nos. 13266 through 13270) and in re Applications of Antennavision Service Co., Inc. (Docket No. 13385) and that our preliminary disposition of this case should parallel our preliminary disposition of the cited cases; and

It further appearing that it would be desirable and appropriate, in designating this matter for hearing, that we eliminate as moot issue (g) originally proposed by Barnett; that we redraft for clarification issues (b), (c), (d), (e) and (f) originally proposed by Barnett; that we adopt as our own only issues (i) and (j) originally proposed by Barnett; that we specify a new issue (b) as set forth below; and

It further appearing that it is necessary and appropriate to delete issue (k) originally proposed by Barnett, in view of the fact that this issue is redundant and rendered moot by Barnett's original issue (j); and

It further appearing that the instant grants are not necessary to the continuance of an existing service; and that we are unable to conclude that the public interest requires that the contested grants remain in effect (compare in re Montana Microwave, 18 R.R. 819);

*It is ordered*, That the protest herein is granted to the extent herein provided, and denied in all other respects; and that, pursuant to the provisions of section 309(c) of the Communications Act of 1934, as amended, a hearing be held herein at the offices of the Commission in Washington, D.C. at a time and place to be hereafter announced, on the following issues:

(a) To determine the effect which a grant of the above-entitled Microrelay applications, and the operation of Microrelay, would have upon the operation of television station KSWs-TV and upon the public served by KSWs-TV.

<sup>1</sup> Johnston Broadcasting Company, 5 R.R. 1320; Hamtramck Radio Corp., 6 R.R. 43; Independent Television, Inc., 10 R.R. 1193; Jalco Broadcasting Corp. (WGRF), 13 R.R. 1115; and Sanford L. Hirschberg and Jerald R. McGuire, Docket No. 12566, FCC 59-123; Mimeo #69154. This doctrine was again affirmed in the U.S. Court of Appeals for the D.C. Circuit, January 21, 1960, Case No. 15,094, City Cabs, Inc. vs FCC.

(b) To determine whether issue (a) is rendered moot by our decision in Docket No. 12443 (26 FCC 403), particularly with respect to paragraphs 45 through 51, and 58 through 79 thereof, and whether the determinations therein, as applied in this case, are correct.

(c) To determine whether Microrelay is not, or would not, be a communication common carrier eligible to utilize the frequencies specified in the above-entitled applications.

(d) To determine the extent and availability of the facilities of existing common carriers in the area and between the points Microrelay proposes to serve and to determine whether there is a lack of need of the service proposed by Microrelay.

(e) To determine whether Microrelay is, or would be, a communication common carrier subject to regulation under Title II of the Communications Act of 1934, as amended, and, if this determination is affirmative, then to determine the rate of return proposed by Microrelay and whether such rate of return would be unjust or unreasonable.

(f) To determine the degree of accessibility of the stations proposed by Microrelay and whether their operation without continuous attendance at each by a properly licensed operator should not be permitted.

(g) To determine whether this Commission has jurisdiction to adjudicate questions of unfair competition and copyright infringement, as alleged by Barnett in his protest,<sup>2</sup> and, if this is determined in the affirmative, to determine whether Microrelay proposes to engage in unfair competition with respect to Station KSWs-TV without the permission of, or compensation to, their owners and contrary to law.

(h) To determine whether Microrelay, in its applications before the Commission, failed or refused to make candid, complete and responsible representations of fact.

(i) To determine whether Microrelay is legally, technically, financially and otherwise qualified to be a licensee.

(j) To determine whether the public interest, convenience and necessity would be served by a grant of the above-entitled applications.

*It is further ordered*, That Barnett shall have the burden of proof on issues (a), (c), (d), (e), (f), (g) and (h); and Microrelay shall have the burden of proof on issues (b), (i) and (j); and

*It is further ordered*, That the petition to accept amendments to its applications nunc pro tunc, filed by Microrelay, is granted; and

*It is further ordered*, That the grants of the foregoing applications, effected December 16, 1959, are hereby stayed pending the Commission's final decision in this matter after hearing; and

*It is further ordered*, That Barnett, Microrelay, the Chief, Common Carrier Bureau, and the Chief, Broadcast Bureau, are hereby made parties to the proceeding; and that each party intending to participate in the hearing shall

file a notice of appearance not later than March 2, 1960.

Released: February 12, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1513; Filed, Feb. 16, 1960;  
8:51 a.m.]

[Docket No. 12939; FCC 60M-266]

**WPGC, INC. (WPGC)**

**Order Scheduling Hearing**

In re application of WPGC, Inc. (WPGC), Morningside, Maryland, Docket No. 12939, File No. BML-1790; for modification of license.

Pursuant to the prehearing conference held in the above-entitled proceeding on this date: *It is ordered*, This 8th day of February, 1960, that hearing herein will be held at 10:00 o'clock a.m., February 29, 1960, in the Commission's offices, Washington, D.C.

Released: February 10, 1960.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] MARY JANE MORRIS,  
Secretary.

[F.R. Doc. 60-1514; Filed, Feb. 16, 1960;  
8:51 a.m.]

## DEPARTMENT OF COMMERCE

Office of the Secretary

FRANK R. BAILEY

### Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the last six months.

- A. Deletions: No change.
- B. Additions: No change.

This statement is made as of February 1, 1960.

F. R. BAILEY.

FEBRUARY 1, 1960.

[F.R. Doc. 60-1484; Filed, Feb. 16, 1960;  
8:47 a.m.]

CARL O. FRIEND

### Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the last six months.

- A. Deletions: None.
- B. Additions: Teleguard, Inc.

This statement is made as of February 1, 1960.

CARL O. FRIEND.

FEBRUARY 4, 1960.

[F.R. Doc. 60-1485; Filed, Feb. 16, 1960;  
8:47 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket 8106]

### GREENSBORO-HIGH POINT COMPLAINT AND CAPITAL AIRLINES, INC.

#### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled proceeding is assigned to be held on February 26, 1960, at 10:00 a.m., e.s.t., in Room 1028, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Ferdinand D. Moran.

Dated at Washington, D.C., February 11, 1960.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 60-1498; Filed, Feb. 16, 1960;  
8:48 a.m.]

[Docket 10036]

### NORTH CENTRAL TEMPORARY POINTS CASE

#### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled proceeding is assigned to be held on March 1, 1960, at 10:00 a.m., e.s.t., in Room 1028, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Walter W. Bryan.

Dated at Washington, D.C., February 11, 1960.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 60-1499; Filed, Feb. 16, 1960;  
8:49 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. G-20003 etc.]

OLSEN OILS, INC., ET AL.

### Order Permitting Superseding Rate Filings Providing for Hearings on and Suspension of Proposed Changes in Rate<sup>1</sup>

FEBRUARY 10, 1960.

Olsen Oils, Inc., Docket No. G-20003; Olsen Oils, Inc. (Operator), et al., Docket No. G-20002; Olsen Oils, Inc. (Operator), et al., Docket No. RI60-118; Anderson-Prichard Oil Corporation, Docket No. G-19644; Anderson-Prichard Oil Corporation, Docket No. G-19651; Anderson-

<sup>1</sup> This order does not provide for the consolidation for hearing or disposition of the separately docketed matters covered herein, nor should it be so construed.

<sup>2</sup> Consider our decision In the Matter of J. E. Belknap and Associates (10 R.R. 518a).

Prichard Oil Corporation, Docket No. RI60-121; John L. Cox, Docket No. RI60-115; Jake L. Hamon (Operator), et al., Docket No. RI60-112; Albert Gackle, Agent (Operator), et al., Docket No. RI60-117; Leonard Oil Company, Docket No. RI60-113; Monsanto Chemi-

cal Company, Docket No. RI60-122; John I. Moore, et al., Docket No. RI60-120; Southland Royalty Company, Docket No. RI60-119; Stekol Petroleum Corporation (Operator), et al., Docket No. RI60-114; VEM Oil, Inc., Docket No. RI60-116.

The above-named respondents have tendered for filing proposed changes in presently effective rate schedules for sales to El Paso Natural Gas Company, subject to the jurisdiction of the Commission. The proposed changes are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Notice of change dated—	Date tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf <sup>2</sup>		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI60-112	Jake L. Hamon (Operator), et al.	20	2	Andrews County, Tex.	Undated	1-15-60	2-15-60	7-15-60	10.30716	13.68225	G-18327
RI60-112	do.	21	4	do.	do.	1-15-60	2-15-60	7-15-60	10.30716	13.68225	
RI60-113	Leonard Oil Co.	3	2	Lea County, N. Mex.	do.	1-18-60	2-18-60	7-18-60	9.5	15.5	
RI60-114	Stekol Petroleum Corp. (Operator) et al.	3	3	Spraberry Field, Midland County, Tex.	1-14-60	1-18-60	2-18-60	7-18-60	10.0	17.2295	
RI60-115	John L. Cox	1	2	Spraberry Field, Reagan County, Tex.	1-18-60	1-20-60	2-20-60	7-20-60	11.0	17.0	
RI60-115	do.	2	1	S. Andrews Field, Andrews County, Tex.	1-18-60	1-20-60	2-20-60	7-20-60	8.0	13.5	
RI60-116	VEM Oil, Inc.	1	2	Eumont Field, Lea County, N. Mex.	1-4-60	1-18-60	2-18-60	7-18-60	9.5	15.5	
RI60-117	Albert Gackle, Agent (Operator), et al.	6	8	Jalmat Field, Lea County, N. Mex.	1-20-60	1-21-60	2-21-60	7-21-60	10.50118	15.55987	G-14045
RI60-118	Olsen Oils, Inc. (Operator), et al.	2	1	Henderson Field, Winkler County, Tex.	1-18-60	1-21-60	2-21-60	7-21-60	10.64175	15.70925	
G-20002	do.	15	20	Jalmat, Blinberry, Tubbs, and Justis Fields, Lea County, N. Mex.	1-18-60	1-21-60	2-21-60	7-21-60	10.5406	15.50174	G-14076
G-20002	do.	16	6	Jalmat Field, Lea County, N. Mex.	1-18-60	1-21-60	2-21-60	7-21-60	10.5406	15.50174	G-14088
G-20003	Olsen Oils, Inc.	13	6	do.	1-18-60	1-21-60	2-21-60	7-21-60	10.5406	15.50174	G-14075
G-20003	do.	14	5	do.	1-18-60	1-21-60	2-21-60	7-21-60	10.5406	15.50174	G-14075
RI60-119	Southland Royalty Co.	11	5	Headlee Gas Plant, Ector County, Tex.	1-22-60	1-22-60	2-22-60	7-22-60	11.1056	17.1632	
RI60-120	John I. Moore, et al.	1	2	Crockett County, Tex.	1-21-60	1-25-60	2-25-60	7-25-60	9.5	15.5	
G-19644	Anderson-Prichard Oil Corp.	73	3	Eumont Field, Lea County, N. Mex.	1-21-60	1-25-60	3-1-60	8-1-60	10.50118	15.50174	
G-19644	do.	1	8	Jack Herbert Field, Upton County, Tex.	1-21-60	1-25-60	3-1-60	8-1-60	10.6008	15.70925	
G-19644	do.	72	3	Crosby-Devonian Field, Lea County, N. Mex.	1-21-60	1-25-60	3-1-60	8-1-60	10.5	15.50174	
G-19651	do.	84	2	do.	1-21-60	1-25-60	3-1-60	8-1-60	10.5	15.50174	
RI60-121	do.	22	11	Spraberry Field, Upton County, Tex.	1-21-60	1-25-60	3-1-60	8-1-60	11.1056	17.2295	G-15878
RI60-122	Monsanto Chemical Co.	5	7	Dollarhide Gas Plant, Andrews County, Tex.	undated	1-25-60	2-25-60	7-25-60	11.07425	17.11475	
RI60-122	Monsanto Chemical	12	3	Crockett County, Tex.	undated	1-25-60	2-25-60	7-25-60	10.5	15.70925	

<sup>1</sup> The stated effective dates are those requested by respondents on the first day of the expiration of statutory notice whichever is later.

<sup>2</sup> Pressure base is 14.65 psia.

<sup>3</sup> Rate subject to order in certificate proceeding, Docket No. G-18282.

<sup>4</sup> Rate of 13.3495 cents is suspended in Docket No. G-20002 until 4-5-60.

<sup>5</sup> In Olsen Oils, Inc.'s FPC Gas Rate Schedule Nos. 13 and 14, respectively; also rate of 13.3495 cents is suspended in Docket No. G-20003 until 4-5-60.

<sup>6</sup> Rate of 13.3495 cents is suspended in Docket No. G-19644 until 3-25-60.

<sup>7</sup> Rate of 13.47616 cents is suspended in Docket No. G-19644 until 3-25-60.

<sup>8</sup> Rate of 13.34802 cents is suspended in Docket No. G-19644 until 3-25-60.

<sup>9</sup> Rate of 13.34802 cents is suspended in Docket No. G-19651 until 3-25-60.

The increased rates result from El Paso's renegotiation program to eliminate favored-nation provisions from its gas purchase contracts in the Permian Basin area. These renegotiated amendments provide for increased base rates as of January 1, 1960, a schedule of periodic increases every five years, and also extend the contract terms until January 1, 1980.

In support of their proposed rates, the producers cite the advantages of eliminating the favored-nation provisions and extending the contract term for twenty years. Additional mention is made of the need for increased revenues to meet increasing production, drilling and exploration costs and to furnish incentive for further exploration and drilling. The producers also recite that the increased rates are in line with current gas prices in the area and are less than the present market and commodity value of the gas involved.

Southland Royalty Company requests waiver of the notice period required by the Commission's regulations under the Natural Gas Act.

Certain of the filings by Anderson-Prichard Oil Corporation and Olsen Oils Inc. are proposed to supersede previously tendered filings presently under suspension in Docket Nos. G-19644, G-19651, G-20002 and G-20003. The acceptance of the superseding supplements renders the previously suspended supplements moot.

The increased rates and charges so proposed may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds:

(1) The above-specified supplements in Docket Nos. G-19644, G-19651, G-20002, and G-20003 are hereby accepted to supersede the filings presently suspended in those dockets.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the several proposed changes and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the several proposed increased rates and charges contained in the above-designated supplements.

(B) Pending hearings and decisions thereon, each of the above-designated supplements is hereby suspended and the use thereof deferred until the date indicated in the above "Rate Suspended Until" column, and thereafter until such

further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.37(f)) on or before March 28, 1960.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 60-1479; Filed, Feb. 16, 1960; 8:46 a.m.]

[Project No. 2272]

## CITY OF LOS ANGELES, CALIFORNIA AND DEPARTMENT OF WATER AND POWER

### Notice of Application for License

FEBRUARY 11, 1960.

Public notice is hereby given that the City of Los Angeles, California, and its Department of Water and Power has filed an application under the Federal Power Act (16 U.S.C. 791a-825r) for a

license for a proposed water-power project to be known as the Bridge Canyon Development, designated as Project No. 2272, which is to consist of the Bridge Canyon Dam and Reservoir on the Colorado River and the Coconino Dam and Reservoir on the Little Colorado River, and appurtenant facilities, in the counties of Mohave, and Coconino in Arizona and in Clark County, Nevada, and will affect lands of the United States in the Lake Mead National Recreational Area, Hualapai Indian Reservation, and Navajo Indian Reservation and other lands of the United States.

The Bridge Canyon Dam and Reservoir of the proposed project would consist of a concrete arch dam approximately 466 feet high with powerhouse intake section; two tunnel-type spillways, one through each abutment; a reservoir with normal water surface at elevation 1610 mean sea level, covering an area of 6,400 acres having a total storage of 840,000 acre-feet; steel penstocks; an indoor-type powerhouse located downstream from the dam with eight 175,000 horsepower turbines connected to 125,000 kilowatt generators; step-up transformers; a switching station; an access road; two 380 kv single circuit tower lines from the switchyard to a new 380 kv switchyard near Hoover power plant to be known as Junction Switching Station and appurtenant facilities.

The Coconino Dam and Reservoir of the proposed project to be for the purpose of silt detention would consist of a concrete gravity dam approximately 140 feet high with a 150-foot uncontrolled spillway section; two 8-foot diameter uncontrolled outlets through the dam; and a reservoir with a maximum water surface elevation of 4254.3 feet above sea level having an area of 38,000 acres and a total capacity of 1,860,000 acre-feet.

This application is in conflict with the application of Arizona Power Authority for a license to build Project No. 2248.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last date upon which protests or petitions may be filed is March 31, 1960. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 60-1480; Filed, Feb. 16, 1960;  
8:46 a.m.]

[Docket No. IT-5460]

## MONTANA-DAKOTA UTILITIES CO. Notice of Application

FEBRUARY 11, 1960.

Take notice that on February 1, 1960, Montana-Dakota Utilities Co. (Applicant), incorporated under the laws of the State of Delaware and qualified to do business as a foreign corporation in the States of Minnesota, North Dakota, South Dakota, Montana and Wyoming, with its principal place of business at

Minneapolis, Minnesota, filed an application for an order, pursuant to section 202(e) of the Federal Power Act, authorizing an increase in the amount and rate of transmission of electric energy which Applicant may transmit from the United States to Canada.

By the Commission order issued May 10, 1956, in the above docket, Applicant was authorized to transmit electric energy from the United States to (1) North Portal, Saskatchewan, Canada, in an amount not to exceed 500,000 kilowatt-hours per annum at a maximum rate of transmission of 175 kilowatts; (2) Northgate, Saskatchewan, Canada, in an amount not to exceed 40,000 kilowatt-hours per annum at a maximum rate of transmission of 15 kilowatts; (3) Elmore, Saskatchewan, Canada, in an amount not to exceed 5,000 kilowatt-hours per annum at a maximum rate of transmission of 10 kilowatts; and (4) Marienthal, Saskatchewan, Canada, in an amount not to exceed 15,000 kilowatt-hours per annum at a maximum rate of transmission of 10 kilowatts. Applicant now seeks to transmit electric energy to (1) North Portal not to exceed 500,000 kilowatt-hours per annum at a maximum rate of 200 kilowatts; (2) Northgate not to exceed 45,000 kilowatt-hours per annum at a maximum rate of 20 kilowatts; (3) Elmore not to exceed 12,000 kilowatt-hours per annum at a maximum rate of 10 kilowatts; and (4) Marienthal not to exceed 25,000 kilowatt-hours per annum at a maximum rate of 12 kilowatts.

The amounts of energy which Applicant proposes to export, like those amounts presently exported pursuant to the authorization heretofore granted, are to be transmitted to Canada from the State of North Dakota over certain facilities specified in a Presidential Permit signed by the President of the United States on May 18, 1942, and released to Applicant by Commission order issued July 21, 1942, all in the above docket.

Any person desiring to be heard or to make any protest with reference to the application should, on or before March 2, 1960, file with the Federal Power Commission, Washington 25, D.C., a petition or protest in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file with the Commission and available for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 60-1481; Filed, Feb. 16, 1960;  
8:46 a.m.]

[Docket Nos. G-9446 etc.]

## SHELL OIL CO. ET AL.

### Order Instituting Rate Investigation and Consolidating Proceedings

FEBRUARY 11, 1960.

Shell Oil Company, Docket Nos. G-9446, G-9475, G-11307, G-11320, G-11336, G-11353, G-12192, G-12951, G-13397, G-13418, G-13441, G-13515, G-13847, G-14926, G-14970, G-15028, G-15794, G-16249, G-16254, G-16337, G-16595, G-16670, G-16952, G-17266, G-17278, G-17317, G-17368, G-17440, G-17442,

G-17525, G-18185, G-18266, G-18699, G-18845, G-19155, G-19432, G-19604, G-19770, G-19887, G-19915, G-19987, G-20059, RI60-111; Shell Oil Company (Operator), G-12952, G-13315, G-13389, G-14113, G-14671, G-16255, G-16671, G-18698, G-19771; Shell Oil Company (Operator), et al., G-12953, G-13144, G-14023, G-16253, G-18186, G-18267, G-18469, G-18697.

By notice dated November 23, 1959, the proceedings instituted by the Commission upon suspension of certain increased rates for sales of natural gas for resale by Shell Oil Company, Shell Oil Company, (Operator) and Shell Oil Company (Operator), et al., (Shell) were consolidated for hearing and the proceedings were set for hearing on March 8, 1960. By motion filed January 19, 1960, Shell requested a continuance of the hearing to July 7, 1960, stating that it desired to await complete data respecting 1959 operations, in order that it might include in the presentation of its case complete company-wide cost of service for the calendar year 1959. The motion has been granted and the date of hearing continued to July 7, 1960.

The present consolidated proceedings involve the lawfulness of increased rates for the sale of natural gas subject to the jurisdiction of the Commission under 59 separate suspension orders. In view of the fact that suspension orders are outstanding with respect to such a large number of sales by Shell, raising the question of the lawfulness of the rates proposed by Shell, it is appropriate that a rate investigation be instituted herein and be broad enough to cover all of Shell's rates and charges for sales of natural gas subject to the jurisdiction of the Commission. It appears that, upon the basis of data available to the Commission, the rates, charges, and classifications for or in connection with the sale or transportation of natural gas by Shell subject to the jurisdiction of the Commission, and the rules and regulations, practices, and contracts relating thereto may be unjust, unreasonable, unduly discriminatory, or preferential.

The Commission finds:

(1) Shell Oil Company is an independent producer of natural gas and is a "natural-gas company" within the meaning of the Natural Gas Act, being engaged in the sale and delivery of natural gas in interstate commerce for resale for ultimate public consumption.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that an investigation be instituted by the Commission, upon its own motion, into and concerning all rates, charges, or classifications demanded, observed, charged, or collected by Shell Oil Company in connection with any transportation or sale of natural gas subject to the jurisdiction of the Commission, and any rules, regulations, practices, or contracts affecting such rates, charges, or classifications.

The Commission orders:

(A) An investigation of Shell Oil Company is hereby instituted under the provisions of the Natural Gas Act for the purpose of enabling the Commission

to determine whether, with respect to any transportation or sale of natural gas subject to the jurisdiction of the Commission, made or proposed to be made by Shell Oil Company, any of the rates, charges or classifications demanded, observed, charged, or collected, or any rules, regulations, practices, or contracts affecting such rates, charges, or classifications are unjust, unreasonable, unduly discriminatory, or preferential.

(B) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Natural Gas Act, including particularly sections 4, 5, 14, 15 and 16 thereof, the proceeding hereby instituted in Docket No. RI60-111, is hereby consolidated for purposes of hearing and decision with the proceedings in Docket No. G-9446, et al., previously consolidated for such purposes by notice of November 23, 1959.

(C) The public hearing heretofore scheduled to commence July 7, 1960, at 10:00 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., shall concern the matters involved and the issues presented in the consolidated proceedings designated in paragraph (B) above.

(D) When the said hearing commences on July 7, 1960, Shell Oil Company shall go forward first and shall complete the presentation of its direct cases under section 4 of the Natural Gas Act in these consolidated proceedings. The presiding examiner shall thereafter proceed as may be found appropriate under the Commission's rules of practice and procedure.

(E) Interested State commissions may participate as provided by §§ 1.8 and 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)).

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 60-1482; Filed, Feb. 16, 1960;  
8:47 a.m.]

## LANDS WITHDRAWN IN PROJECTS NOS. 2238 AND 2246

### Partial Vacation of Withdrawals Under Section 24 of the Federal Power Act

FEBRUARY 9, 1960.

The United States Department of Defense has requested the exclusion of the following-described lands from the withdrawal orders issued pursuant to the filing on December 16, 1957, and May 20, 1958, respectively, of complete applications for preliminary permits for proposed Projects Nos. 2238 and 2246 in order that the lands may be devoted to military use as planned and contemplated by said Department:

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 14 N., R. 6 E.,  
Sec. 4, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ .  
T. 15 N., R. 6 E.,  
Sec. 29, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ ;  
Sec. 32, E $\frac{1}{2}$ ;  
Sec. 33, W $\frac{1}{2}$ SW $\frac{1}{4}$ .

The lands in the NW $\frac{1}{4}$ NE $\frac{1}{4}$  and the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of sec. 4, T. 14 N., R. 6 E., among other lands, were reserved pursuant to the filing of the application for a preliminary permit for proposed Project No. 2246, and said lands, and the remaining above-described lands, among other lands, were reserved pursuant to the filing of the application for a preliminary permit for proposed Project No. 2238.

The above-described lands lie westerly from the proposed Waldo Reservoir as contemplated in each of said applications and are located in that part of the Beale Air Force Base retained for military use.

With the exception of the land in the NE $\frac{1}{4}$  of sec. 32, T. 15 N., R. 6 E., upon which it is proposed to locate the powerhouse and other appurtenant power structures, the lands appear to be situated above and beyond those required for the Waldo Reservoir development and their power value appears to be negligible.

The Commission finds: Inasmuch as the above-described lands under existing power withdrawals under section 24 of the Federal Power Act pursuant to the filing of the applications for preliminary permits for proposed Projects Nos. 2238 and 2246, except for the land in the NE $\frac{1}{4}$  of sec. 32, T. 15 N., R. 6 E., Mount Diablo meridian, California, have negligible or no value for purposes of power development, the withdrawals serve no useful purpose and vacation of the withdrawals as hereinafter provided is in the public interest.

The Commission orders:

(A) The existing power withdrawals pertaining to the following-described lands under section 24 of the Federal Power Act pursuant to the filing of the applications for preliminary permits for proposed Projects Nos. 2238 and 2246 are vacated:

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 14 N., R. 6 E.,  
Sec. 4, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ .  
T. 15 N., R. 6 E.,  
Sec. 29, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ ;  
Sec. 32, SE $\frac{1}{4}$ ;  
Sec. 33, W $\frac{1}{2}$ SW $\frac{1}{4}$ .

(B) The request insofar as it pertains to the land in the NE $\frac{1}{4}$  of sec. 32, T. 15 N., R. 6 E., Mount Diablo meridian, California, is denied.

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 60-1483; Filed, Feb. 16, 1960;  
8:47 a.m.]

## FEDERAL RESERVE SYSTEM

### UNION BOND & MORTGAGE CO.

#### Order Denying and Granting Requests for Determinations

In the matter of the requests of Union Bond & Mortgage Company for determinations under sections 4(c)(1) and 4(c)(6) of the Bank Holding Company Act with respect to "Forks Building Corporation, Peninsula Investment Com-

pany, Inc., Citizens Building Corporation and First American Insurance Agency." (Docket Nos. BHC-51, BHC-52, BHC-53, BHC-54.)

Union Bond & Mortgage Company, Port Angeles, Washington, a bank holding company within the meaning of section 2(a) of the Bank Holding Company Act of 1956 (12 U.S.C. 1843), has filed requests for determinations by the Board of Governors of the Federal Reserve System that the corporations hereinafter named and their activities are of the kind described in section 4(c)(6) of the Act and section 5(b) of the Board's Regulation Y (12 CFR 222.5(b)), so as to make it unnecessary for the prohibitions of section 4 of the Act with respect to retention of shares in nonbanking organizations to apply in order to carry out the purposes of the Act. The corporations with respect to which the requests were filed, with the hearing docket number of each are:

Forks Building Corporation, BHC-51.  
Peninsula Investment Company, Inc., BHC-52.  
Citizens Building Corporation, BHC-53.  
First American Insurance Agency, BHC-54.

A hearing having been held pursuant to section 4(c)(6) of the Act and in accordance with sections 5(b) and 7(a) of the Board's Regulation Y (12 CFR 222.5(b) and 222.7(a)); the Hearing Examiner having filed on January 11, 1960, his Report and Recommended Decision wherein he recommended that the requests with respect to the first three corporations named above related to hearing docket numbers BHC 51, 52, and 53 be denied, and that the request with respect to First American Insurance Agency be approved; the time for filing with the Board exceptions and brief to the recommended decision of the Hearing Examiner having expired without any exceptions or brief having been filed; the Board having given due consideration to all relevant aspects of the matter; and all such steps having been taken in accordance with the Board's rules of practice for formal hearings (12 CFR Part 263):

It is hereby ordered, For the reasons set forth in the Hearing Examiner's Report and Recommended Decision<sup>1</sup> of January 11, 1960, and on the basis of the record made at the hearing in this matter, that:

1. The activities of Forks Building Corporation, Peninsula Investment Company, Inc., and Citizens Building Corporation are not determined to be so closely related to the business of banking or of managing or controlling banks as to be a proper incident thereto and as to make it unnecessary for the prohibitions of section 4 of the Bank Holding Company Act of 1956 to apply in order to carry out the purposes of that Act, and therefore, Applicant's requests with respect to Forks Building Corporation, Peninsula Investment Company, Inc., and Citizens Building Corporation shall be, and hereby are, denied; and

<sup>1</sup> Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington 25, D.C., or to any Federal Reserve Bank.

2. The activities of First American Insurance Agency are determined to be so closely related to the business of banking or of managing or controlling banks as to be a proper incident thereto and as to make it unnecessary for the prohibitions of section 4 of the Bank Holding Company Act of 1956 to apply in order to carry out the purposes of that Act, and, therefore, Applicant's request with respect to First American Insurance Agency shall be, and hereby is granted; provided that this determination shall be subject to revocation by the Board if the facts upon which they are based should substantially change in such a manner as to make the reasons for such determination no longer applicable.

Dated at Washington, D.C., this 10th day of February 1960.

By order of the Board of Governors.\*

[SEAL] MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 60-1515; Filed, Feb. 16, 1960;  
8:51 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Notice 310]

### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 12, 1960.

The following publications are governed by the Interstate Commerce Commission's general rules of practice (49 CFR 1.40) including Special Rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209 and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings will be called at 9:30 o'clock a.m., United States standard time unless otherwise specified.

#### APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

##### MOTOR CARRIERS OF PROPERTY

No. MC 1494 (Sub No. 17), filed November 9, 1959. Applicant: GROSS COMMON CARRIER, INC., 660 West Grand Avenue, Wisconsin Rapids, Wis. Authority sought to eliminate Ladysmith, Wis., as a key-point restriction in applicant's existing Certificate No. MC 1494 (Sub No. 2) in connection with the transportation of general commodities (including express), except household goods as defined by the Commission, and commodities in bulk, in substituted motor-for-rail service for the Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. Applicant is authorized to conduct operations in Minnesota and Wisconsin.

HEARING: April 18, 1960, at the Wisconsin Public Service Commission, Madison, Wisconsin, before Joint Board No. 142.

\* Voting for this action: Chairman Martin, and Governors Balderston, Szymczak, Mills, Robertson, Shepardson, and King.

No. MC 1550 (Sub No. 12), filed November 2, 1959. Applicant: CHARLES HILDENBRAND and ELIAS HILDENBRAND, doing business as ADVANCE EXPRESS CO., 1006 South Barclay Street, Milwaukee 4, Wis. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, between Eau Claire, Wis., and Hudson, Wis., over Interstate Highway 94, serving no intermediate points, as an alternate route for operating convenience only. Applicant is authorized to conduct operations in Illinois, Minnesota, Indiana, and Wisconsin.

HEARING: April 22, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 96. No. MC 2136 (Sub No. 15), filed November 20, 1959, published in the FEDERAL REGISTER, issue of January 27, 1960. Applicant: CLEMENS TRUCK LINE, INC., 815 East Pennsylvania Avenue, South Bend, Ind. Applicant's attorney: James L. Beattey, Suite 1021-29, 130 East Washington Street, Indianapolis 4, Ind. The purpose of this publication is to advise that Mr. James L. Beattey, Attorney at Law, listed above, represents the above-named applicant in the subject proceeding, which is assigned for hearing March 16, 1960, at the U.S. Custom House, Chicago, Ill., before Joint Board No. 317, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 2202 (Sub No. 183), filed January 12, 1960. Applicant: ROADWAY EXPRESS, INC., 147 Park Street, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, except Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Warren, Ohio, and Conneaut, Ohio, from Warren over Ohio Highway 5 to junction Ohio Highway 7, thence over Ohio Highway 7 to Conneaut, and return over the same route, serving no intermediate points, but serving Warren, Ohio, Conneaut, Ohio, and junction Ohio Highways 5 and 7 for joinder purposes only, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations.

NOTE: Applicant requests that the authorized alternate route for operating convenience from Warren, Ohio to Kingsville, Ohio, over Ohio Highway 5 from Warren to Johnston, Ohio, thence over Ohio Highway 90 to North Kingsville, Ohio, be canceled, since Ohio Highway 90 has deteriorated as a highway suitable for motor carrier operations. Common control may be involved.

HEARING: April 7, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117.

No. MC 3083 (Sub No. 33), filed December 7, 1959. Applicant: WELLS FARGO ARMORED SERVICE CORPORATION, P.O. Box 66, 277 Monroe Avenue, Memphis, Tenn. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Coin, gold, silver, bullion, precious metals, precious stones, currency and other valuable items, between Seattle, Wash., Portland, Oreg., San Francisco and Los Angeles, Calif., Helena, Mont., Salt Lake City, Utah, Denver, Colo., El Paso, San Antonio, Houston, and Dallas, Tex., Oklahoma City, Okla., Omaha, Nebr., Minneapolis, Minn., Chicago, Ill., St. Louis and Kansas City, Mo., Little Rock, Ark., New Orleans, La., Memphis and Nashville, Tenn., Louisville and Fort Knox, Ky., Birmingham, Ala., Atlanta, Ga., Jacksonville, Fla., Charlotte, N.C., Richmond, Va., Baltimore, Md., Cincinnati and Cleveland, Ohio, Pittsburgh and Philadelphia, Pa., Detroit, Mich., Buffalo, West Point, and New York, N.Y., Boston, Mass., Washington, D.C., and all points in the United States, including Alaska. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, Missouri, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: April 4, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No. MC 3258 (Sub No. 14), filed February 10, 1960. Applicant: TRELOAR TRUCKING COMPANY, a corporation, R.F.D. No. 1, Joliet, Ill. Applicant's attorney: John M. Veale, Guardian Building, Detroit 26, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Air car vehicles and parts and accessories thereof when accompanying above described vehicles, between South Bend, Ind., and points within five (5) miles thereof, on the one hand, and on the other, all points in the United States including Alaska and the District of Columbia, but excluding Hawaii. (2) Trailers designed for the transportation of air car vehicles when accompanying such air car vehicles, between South Bend, Ind., on the one hand, and, on the other, all points in the United States including Alaska and the District of Columbia, but excluding Hawaii.

HEARING: March 7, 1960, at Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Illinois, before Examiner Allen W. Hagerty.

No. MC 7228 (Sub No. 25) (Republication), filed August 10, 1959, published in FEDERAL REGISTER issue of February 10, 1960. Applicant: HOME TRANSFER & STORAGE CO., a corporation, 1011 Southeast Salmon Street, Portland 14, Oreg. Applicant's attorney: John M. Hickson, Failing Building, Portland, Oreg. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Wood

products manufactured or produced by a shingle or shake mill including but not limited to shakes, shingles and trim, between points in Whatcom, Skagit, Snohomish, Clallam, Jefferson, Grays Harbor, Mason, Pacific, Wahkiakum, King, Thurston, Lewis, Cowlitz, Clark, Pierce, Skamania, Kitsap, and San Juan Counties, Wash., those in Clatsop, Columbia, Multnomah, Hood River, Tillamook, Washington, Clackamas, Yamhill, Lincoln, Polk, Marion, Linn, Benton, Lane, Douglas, Coos, Curry, Josephine, and Jackson Counties, Oreg., on the one hand, and, on the other points in California, Nevada and Arizona, Utah, and Colorado.

NOTE: Applicant indicates that it will also transport exempt commodities. This republication reflects the authority sought as amended February 5, 1960.

HEARING: Remains as assigned April 4, 1960, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Examiner Richard H. Roberts.

No. MC 13806 (Sub No. 22), filed January 29, 1960. Applicant: VIRGINIA HAULING COMPANY, a corporation, P.O. Box 9434 Lakeside Station, Richmond, Va. Applicant's attorney: Paul A. Sherier, 613 Warner Building, 13th and E Streets NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, on flat-bed trailers, from steel plants located at or near points in Pennsylvania as follows: U.S. Steel Corporation plants at Clairton, Duquesne, Braddock, Homestead, McKee Rocks, West Mifflin Boro, Vandergrift, and Johnstown; Jones & Laughlin Steel Co. plants at Aliquippa and Pittsburgh; Bethlehem Steel Co. plants at Bethlehem and Johnstown to points in Virginia excepting those in the Counties of Fairfax, Loudon, Clark, Fauquier, Prince William, Frederick, and Stafford and empty container or other such incidental facilities used in transporting the above-specified commodities on return.

HEARING: March 22, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Parks M. Low.

No. MC 25153 (Sub No. 8), filed January 29, 1960. Applicant: MARTIN FREIGHT SERVICE, INC., 112 Frick Avenue, Waynesboro, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Classes A, B and C explosives*, as defined by the Commission, (1) from railroad sidings and freight stations in Franklin County, Pa., to magazines located in Washington Township, Franklin County, Pa.; and (2) between magazines located in Washington Township, Franklin County, Pa., on the one hand, and, on the other, points in Maryland, Virginia, West Virginia, and Delaware.

HEARING: March 28, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Isadore Freidson.

No. MC 29886 (Sub No. 160), filed November 9, 1959. Applicant: DALLAS &

MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles M. Pieroni, 523 Johnson Building, Muncie, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trucks, truck chassis, and partial truck assemblies, and truck parts and accessories* when moving with trucks and truck chassis, in initial movements in driveway and truckaway service, from Pomona, Calif. to all points in the United States including Alaska, and, such of the aforementioned commodities as are being returned to the manufacturer for rebuilding, repair, testing, or which have been used for demonstration or show purposes, on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: March 24, 1960, at the New Mint Building, 133 Herman Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 32474 (Sub No. 24), filed October 2, 1959. Applicant: KEESHIN TRANSPORT SYSTEM, INC., 321 Wabash Street, Toledo 2, Ohio. Authority sought to operate as a common carrier, by motor vehicle, transporting: *General commodities*, except articles of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving points in Oneida and Vilas Counties, Wis., as off-route points in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Michigan, New York, Ohio, and Wisconsin.

NOTE: Applicant states that the above operation is a year-round operation and is requested in lieu of its present authorized seasonal operation from April 15 to September 15, inclusive, of each year.

HEARING: April 19, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 93.

No. MC 35628 (Sub No. 226), filed October 12, 1959. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville SW., Grand Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except Class A and B explosives, household goods as defined by the Commission, and commodities in bulk (except scrap metal in bulk), serving New Concord, Ohio, as an intermediate point in connection with applicant's authorized operations between Wheeling, W. Va., and Columbus, Ohio. Applicant is authorized to conduct operations in Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, the District of Columbia, Wisconsin, West Virginia, Pennsylvania, Michigan, Missouri, Minnesota, New York, New Jersey, and Ohio.

HEARING: April 8, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 61.

No. MC 42261 (Sub No. 37), filed November 2, 1959. Applicant: LANGER

TRANSPORT CORP., Route 1 and foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: William C. Mitchell, Jr., 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid wax*, in bulk, in tank vehicles, from Marcus Hook, Pa., to points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin, and rejected shipments of liquid wax, on return. Applicant is authorized to conduct operations in Alabama, Delaware, Connecticut, Florida, Georgia, Kentucky, Louisiana, Massachusetts, Maryland, Mississippi, New York, New Jersey, New Hampshire, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

HEARING: April 1, 1960, in Room 926 Metropolitan Building, Second Avenue, South and Third Minneapolis, Minn., before Examiner Donald R. Sutherland.

No. MC 42487 (Sub No. 423), filed October 12, 1959. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Ronald E. Poelman, Director of Commerce Activities, Consolidated Freightways Corporation of Delaware, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: *General commodities*, except petroleum products, in bulk, in tank vehicles, between Madison, Wis., and Dubuque, Iowa, over U.S. Highway 151, serving no intermediate points, but serving Dubuque, Iowa for joinder purposes only, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Illinois, Indiana, Iowa, Michigan, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming.

NOTE: Common control may be involved.

HEARING: April 19, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 202.

No. MC 72262 (Sub No. 7), filed January 20, 1960. Applicant: BURNSIDE MOTOR FREIGHT LINES, INC., 1121 North Main Street, Urbana, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the site of the General Electric Company plant, located on U.S. Highway 40 near New Concord, Ohio, as an off-route point in connection with applicant's authorized regular route operations from and to Zanesville, Ohio.

HEARING: April 8, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117.

No. MC 73750 (Sub No. 1), filed October 5, 1959. Applicant: WILLIAM J. WALSH, doing business as WALSH PACKING & STORAGE COMPANY, 6129 North Milwaukee River Parkway, Milwaukee 9, Wis. Applicant's attorney: William C. Dineen, 746 Empire Building, 710 North Plankinton Avenue, Milwaukee 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New pianos and piano benches, and damaged or rejected shipments*, of pianos and piano benches, between Milwaukee, Wis., and Oregon, Ill. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, and Wisconsin.

HEARING: April 21, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 13.

No. MC 74721 (Sub No. 73), filed December 14, 1959. Applicant: MOTOR CARGO, INC., 1540 West Market Street, Akron 13, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving Princeville, Ill. as an off-route point in connection with applicant's regular route operation between Akron, Ohio, and Anoka, Minn. Applicant is authorized to conduct operations in Ohio, Pennsylvania, Minnesota, Wisconsin, Iowa, Illinois, Indiana, New York, New Jersey, Maryland, West Virginia, and the District of Columbia.

NOTE: Applicant states the following restriction shall apply to the proposed point: No shipments shall be transported between Princeville, Ill. and any other point located west of the Illinois-Indiana State line.

HEARING: April 15, 1960, at Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 75651 (Sub No. 49) (CORRECTION), filed January 14, 1960, published in FEDERAL REGISTER, issue of February 10, 1960. Applicant: R. C. MOTOR LINES, INC., 2500 Laura Street, Jacksonville, Fla. Previous publication assigned the instant application for hearing March 24, 1960, at the Mayflower Hotel, Jacksonville, Fla., before Joint Board No. 206. The designation of that Joint Board was in error. The application is correctly assigned before Joint Board No. 205 at the same time and place, or, if the Joint Board waives its right to participate, before Examiner James I. Carr.

No. MC 86687 (Sub No. 54), filed January 25, 1960. Applicant: SEABOARD AIR LINE RAILROAD COMPANY, a corporation, Seaboard Air Line Railroad Building, 3600 West Broad Street, Richmond, Va. Applicant's attorney: Richard A. Hollander, General Attorney, Law Department, Seaboard Air Line Railroad Company, 3600 West Broad Street, Richmond, Va. Authority sought to operate as a *common carrier*, by motor

vehicle, transporting: *General commodities*, serving Englewood, Fla., as an intermediate point in connection with applicant's authorized regular route operations between Tampa and Boca Grande, Fla., in Certificate No. MC 86687 (Sub No. 46) but not subject to the conditions therein.

HEARING: March 18, 1960, at the U.S. Court Rooms, Tampa, Fla., before Joint Board No. 205, or, if the Joint Board waives its right to participate, before Examiner James I. Carr.

No. MC 92273 (Sub No. 2) (Clarification and amendment) filed October 19, 1959, published in the FEDERAL REGISTER, issue of February 10, 1960. Applicant: JOE SAILA, 2630 Fifth Street, Sacramento, Calif. Applicant's attorney: James W. Winchell, Crocker-Angelo Bank Building, Sacramento 14, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Sacramento, Calif., and Truckee, Calif., (1) from Sacramento over U.S. Highway 50 to the junction of Nevada Highway 28, thence over Nevada Highway 28 along the eastern side of Lake Tahoe to junction California Highway 89 (also, over California Highway 28 along the western side of Lake Tahoe to junction California Highway 89), thence over California Highway 89 to Truckee, and return over the same routes, serving all intermediate points, (2) from Sacramento over U.S. Highway 40 to Truckee, and return over the same route, serving all intermediate points.

HEARING: Remains as assigned April 19, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 78, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 106398 (Sub No. 143), filed December 14, 1959. Applicant: NATIONAL TRAILER CONVOY, INC., 1916 North Sheridan Road, Tulsa 15, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boats*, not exceeding 18 feet in length, from points in Minnesota to points in the United States, including Alaska, and *refused or damaged boats*, on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: March 30, 1960, in Room 926 Metropolitan Building, Second Avenue, South and Third, Minneapolis, Minn., before Examiner Donald R. Sutherland.

No. MC 106603 (Sub No. 57), filed December 30, 1959. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street, SW., Grand Rapids 8, Mich. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Joliet, Ill., to points in Michigan, with return of *pallets* used

in transporting outbound shipments of above-specified commodities. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, West Virginia, and Wisconsin.

HEARING: April 13, 1960, at Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 73.

No. MC 107107 (Sub No. 143), filed February 4, 1960. Applicant: ALTERMAN TRANSPORT LINES, INC., P.O. Box 65 Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., 522 Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Whipped topping, dessert topping, baker's topping and mocha mix*, from points in Florida to points in Georgia and Alabama.

HEARING: March 18, 1960, at the U.S. Court Rooms, Tampa, Fla., before Joint Board No. 99, or, if the Joint Board waives its right to participate, before Examiner James I. Carr.

No. MC 107500 (Sub No. 45) filed December 4, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Applicant's attorney: James M. Adams, Burlington Truck Lines, Inc. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Moline, Ill., and Oskaloosa, Iowa, from Moline over Davenport, Iowa, city streets to junction U.S. Highway 61, thence over U.S. Highway 61 to junction Iowa Highway 92 at Muscatine, Iowa, thence over Iowa Highway 92 to Oskaloosa, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Moline and Ottumwa, Iowa, as described in the application. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Montana.

NOTE: Applicant states it is a subsidiary of the Chicago, Burlington & Quincy Railroad Company.

HEARING: April 14, 1960, at Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 54.

No. MC 107500 (Sub No. 46), filed December 4, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Applicant's attorney: James M. Adams, Burlington Truck Lines, Inc. (same address as applicant). Authority sought to operate as a *common carrier* by motor vehicle, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Moline, Ill., and Mt. Pleasant, Iowa, from Moline over Daven-

port, Iowa city streets to junction Iowa Highway 22, thence over Iowa Highway 22 to Muscatine, Iowa, thence over Iowa Highway 92 to junction U.S. Highway 218, thence over U.S. Highway 218 to Mt. Pleasant, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Moline and Mt. Pleasant, as described in the application. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Montana.

NOTE: Applicant states it is a subsidiary of the Chicago, Burlington & Quincy Railroad Company.

HEARING: April 14, 1960, at Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 54.

No. MC 108435 (Sub No. 11), filed October 21, 1959. Applicant: OSCAR C. RADKE, doing business as RADKE TRANSIT, 900 Grand Avenue, Schofield, Wis. Applicant's attorney: Claude J. Jasper, Suite 616-617 Tenney Building, 110 East Main Street, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Rough and manufactured granite and marble*, and supplies for quarrying and fabricating granite, (1) from points in Kansas and Missouri to points in Illinois, Iowa, Minnesota, Wisconsin, Michigan, Indiana, Ohio, Pennsylvania, New York, and Vermont; (2) from points in Minnesota, except those located in Stearns, Isanti and Wright Counties, to points in Missouri, Kansas, Illinois, Iowa, Michigan, Indiana, and Ohio; (3) from points in Vermont to points in Minnesota, Illinois, Iowa, Missouri, and Kansas; (4) from points in Wisconsin to points in Kansas; (5) between points in Wisconsin, on the one hand, and, on the other, points in Georgia and South Carolina; *Abrasive grains*, between points in New York, on the one hand, and, on the other, points in Wisconsin. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Pennsylvania, South Dakota, and Wisconsin.

HEARING: March 23, 1960, at the Wisconsin Public Service Commission, Madison, Wisconsin, before Examiner Donald R. Sutherland.

No. MC 108678 (Sub No. 44), filed 25 January 1960. Applicant: LIQUID TRANSPORT CORP., 3901 Madison Avenue, Indianapolis, Ind. Applicant's attorney: William J. Guenther, 1212 Fletcher Trust Building, Indianapolis, Ind. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: *alcohol*, in bulk, in tank vehicles, from Philadelphia, Pa., to Detroit, Mich.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier. In No. MC 108678 (Sub No. 21).

HEARING: April 6, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 244.

No. MC 109265 (Sub No. 9), filed November 6, 1959. Applicant: W. L. MEAD, INC., Cleveland Road, P.O. Box 31, Norwalk, Ohio. Applicant's attorney: Walter E. Shaeffer, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the site of General Electric Company's Parts Warehouse located off U.S. Highway 40 on County Road No. 55 in Muskingum County, Ohio, as an off-route point in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Connecticut, Massachusetts, New York, Ohio, Pennsylvania, and Rhode Island.

NOTE: Applicant states General Electric Company's Parts Warehouse is presently located in Zanesville, Ohio and is being moved to this new location, and that it presently serves the company by reason of having authority to serve Zanesville as an off-route point on its regular route.

HEARING: April 8, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117.

No. MC 109994 (Sub No. 19), filed January 18, 1960. Applicant: OREN SIZER, doing business as SIZER GRAIN SERVICE, 407 Fourth Avenue, SE., Rochester, Minn. Applicant's attorney: Claude J. Jasper, Suite 616-617 Tenney Building 110 East Main Street, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat scraps*, from Howard, Brown County, Wis., to points in Minnesota.

HEARING: April 18, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 142.

No. MC 110117 (Sub No. 13), filed October 22, 1959. Applicant: KENDRICK CARTAGE CO., a corporation, Box 63, Salem, Ill. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Residual fuel oil*, in bulk, in tank vehicles, from the plant site and terminal facilities of the Ohio Oil Company at or near Robinson, Ill., to points in Indiana and Ohio. Applicant is authorized to conduct operations in Arkansas, Illinois, Indiana, Kentucky, Missouri, Ohio, and Tennessee.

NOTE: Applicant states the proposed service is to be under a continuing contract or contracts with The Boswell Oil Co. of Cincinnati, Ohio. A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 110117 (Sub No. 8).

HEARING: April 6, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 58.

No. MC 111594 (Sub No. 17), filed November 20, 1959. Applicant: CENTRAL WISCONSIN MOTOR TRANSPORT COMPANY, 610 High Street, Wisconsin Rapids, Wis. Applicant's attorney:

Franklin R. Overmyer, Harris Trust Building, 111 West Monroe Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, (1) between Madison, Wis., and Fairchild, Wis., over U.S. Highway 12, (Fairchild is at the junction of U.S. Highway 12 and U.S. Highway 10), serving no intermediate or off-route points as an alternate route for operating convenience only, and (2) between Portage, Wis., and Madison, Wis., over U.S. Highway 51, serving no intermediate or off-route points as an alternate route for operating convenience only. Applicant is authorized to conduct operations in Illinois, Minnesota, and Wisconsin.

HEARING: April 22, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 96.

No. MC 114456 (Sub No. 8), filed October 2, 1959. Applicant: GORDON N. CAVES, doing business as CAVES TRUCKING CO., Wild Rose, Wis. Applicant's attorney: Edward A. Solie, 715 First National Bank Building, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Feed*, in bulk, from points in the Chicago, Ill., Commercial Zone, as defined by the Commission, to points in Wisconsin located on and south of Wisconsin Highway 29 (except that part of Wisconsin south of Wisconsin Highway 33 and east of a line beginning at Reedsburg, Wis., and extending southward through Dodgeville and Darlington, Wis., to the Wisconsin-Illinois State line). Applicant is authorized to conduct operations in Minnesota, Wisconsin, Illinois, and Iowa.

HEARING: April 20, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 17.

No. MC 114718 (Sub No. 8), filed January 12, 1960. Applicant: WILLIAM H. ELLIOTT, doing business as OHIO VALLEY MOTOR FREIGHT, Moore's Junction, Marietta, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry cement*, in bulk, in dump vehicles and in tank vehicles, from Riverview, Ohio (near Marietta, Ohio) to points in Cabell, Harrison, Marion, Marshall, Mason, Monongalia, Ohio, Putnam, and Taylor Counties, West Virginia, and empty containers or other such incidental facilities, (not specified) used in transporting the above-mentioned commodity on return.

HEARING: April 7, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 61.

No. MC 114772 (Sub No. 5), filed December 16, 1959. Applicant: DUNBAR ARMORED SERVICE, INC., 56 Hopkins Street, Hartford, Conn. Applicant's attorney: Thomas W. Murrett, 410 Asylum

Street, Hartford 3, Conn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coin and bullion, gold, silver, precious stones, precious metals, currency and valuables* of every description, between Seattle, Wash., Portland, Oreg., San Francisco, and Los Angeles, Calif., Helena, Mont., Salt Lake City, Utah, Denver, Colo., El Paso, San Antonio, Houston, and Dallas, Tex., Oklahoma City, Okla., Omaha, Nebr., Minneapolis, Minn., Chicago, Ill., St. Louis and Kansas City, Mo., Little Rock, Ark., New Orleans, La., Memphis and Nashville, Tenn., Louisville and Fort Knox, Ky., Birmingham, Ala., Atlanta, Ga., Jacksonville, Fla., Charlotte, N.C., Richmond, Va., Baltimore, Md., Cincinnati and Cleveland, Ohio, Pittsburgh and Philadelphia, Pa., Detroit, Mich., Buffalo, West Point, and New York, N.Y., Boston, Mass., Washington, D.C., and all points in the United States, including Alaska. Applicant is authorized to conduct operations in Connecticut, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island.

**HEARING:** April 4, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No. MC 114789 (Sub No. 3), filed November 30, 1959. Applicant: NATION-WIDE CARRIERS, INC., 721 Second Street S.E., Minneapolis 14, Minn. Applicant's attorney: William S. Rosen, Builders Exchange, Minneapolis 2, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, as described by the Commission in Section B, Appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 MCC 209, from points in Wisconsin, to points in Texas, Little Rock, Ark., Kansas City and Springfield, Mo., Wichita, Kans., Memphis, Tenn., New Orleans, La., Decatur, Ga., Los Angeles and San Francisco, Calif., Phoenix, Ariz., Denver, Colo., and Oklahoma City, Okla., and *empty containers or other such incidental facilities* used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Minnesota, Wisconsin, and Texas.

**NOTE:** Applicant has pending applications for certificates filed under section 7 of the Transportation Act of 1958, No. MC 117940 and Sub 1 thereunder; therefore dual operations may be involved.

**HEARING:** March 31, 1960, in Room 926 Metropolitan Building, Second Avenue, South and Third, Minneapolis, Minn., before Examiner Donald R. Sutherland.

No. MC 117233 (Sub No. 3), filed February 1, 1960. Applicant: MERCURY MOTOR FREIGHT, INC., 415 Waddell Avenue, Clairton, Pa. Applicant's attorney: Henry M. Wick, Jr., 1211 Berger Building, Pittsburgh 19, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Precut and prefabricated buildings, and component parts thereof*, from the plant site of Swift Homes, Inc., in the Borough and Township of Elizabeth, Allegheny

County, Pa., to points in Connecticut, Iowa, Massachusetts, Missouri, New Hampshire, Rhode Island, South Carolina, Tennessee, Wisconsin, Delaware, Minnesota, and Vermont.

**HEARING:** March 24, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Robert A. Joyner.

No. MC 117301 (Sub No. 4), filed January 22, 1960. Applicant: EARL STEVENS AND I. R. STEVENS, doing business as I. J. STEVENS & SONS, 129 Gordon Road, Wilmington, N.C. Applicant's attorney: B. T. Henderson II, Insurance Building, Raleigh, N.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Creosoted poles and piling*, from points in New Hanover and Brunswick Counties, N.C., to points in Pennsylvania and Maryland.

**HEARING:** March 4, 1960, at the Federal Building, Greenville, N.C., before Commissioner Charles A. Webb.

No. MC 117344 (Sub No. 29), filed January 11, 1960. Applicant: THE MAXWELL CO., a corporation, 2200 Glendale-Milford Road, Cincinnati 15, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum sulfate*, in bulk, from points in Butler County, Ohio to points in Indiana. (2) *Rosin sizing*, in bulk, from points in Butler County, Ohio to points in Indiana, and *empty containers or other such incidental facilities*, (not specified) used in transporting the above-specified commodities on return.

**NOTE:** Applicant is authorized to conduct operations as a contract carrier in Permit No. MC 50404 and Subs thereunder. A proceeding has been instituted under section 212(c) in No. MC 50404 (Sub No. 55) to determine whether applicant's status is that of a common or contract carrier. Section 210 dual authority may be involved.

**HEARING:** April 4, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208.

No. MC 119270 (Sub No. 1), filed December 7, 1959. Applicant: REUBEN W. HARTJE, doing business as HARTJE'S TRANSFER, La Valle, Wis. Applicant's attorney: Claude J. Jasper, Suite 616-617 Tenney Building, 110 East Main Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ice cream, fruit juices, and dairy products*, as described in Section B of appendix I to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209, from La Crosse, Wis., to points in Winona, Fillmore, and Houston Counties, Minn., and points in Winneshiek, Allamakee, and Clayton Counties, Iowa, and *rejected or damaged shipments* of the above described commodities on return.

**HEARING:** April 19, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 181.

No. MC 119285, filed November 2, 1959. Applicant: MARION GERHART, doing business as YELLOW CAB COMPANY, 117 East Market Street, Lima, Ohio. Applicant's attorney: David C. Stradley,

50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Materials and supplies*, used in the manufacture and assembly of electric motors, such as shafts, castings, brackets, oils, varnishes, paints, thermostats, steel sheet and rod, cores, paper (insulating), wire, bolts, washers, punchings, fans, switches, motor bases, wood pallets, and other electrical equipment and parts, as defined in Ex Parte No. MC-45, between Lima, Ohio, and Union City, Ind.

**HEARING:** April 5, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 60.

No. MC 119348, filed December 7, 1959. Applicant: WILLIAM W. BRITTON, 2800 Beekman, Cincinnati 25, Ohio. Applicant's attorney: Louis A. Ginocchio, 810-14 Mercantile Library Building, Cincinnati 2, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: *Casting, core boxes, patterns and other foundry supplies*, between Cincinnati, Ohio, and Connersville, Ind.: from Cincinnati over U.S. Highway 52 to Brooksville, Ind., and thence over Indiana Highway 1 to Connersville, and return over the same route, serving no intermediate points.

**HEARING:** April 4, 1960, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208.

No. MC 119362, filed December 14, 1959. Applicant: URBAN F. DeWALL, doing business as DeWALL TRUCKING SERVICE, 2224 23d Avenue, Rockford, Ill. Applicant's attorney: John W. Hallock, 1107 Talcott Building, Rockford, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Corrugated pulpboard boxes, milk cartons* (knocked down), and *necessary partitions and separators, paper mill rolled stock, and shipping containers*, (1) from Rockford, Ill., to Beloit, Kenosha, White-water, Madison, Columbus, Milwaukee, Port Washington, Sheboygan, Manitowac, Marshfield, and Antigo, Wis.; (2) from Rockford, Ill., to Davenport, Cedar Rapids, Waterloo, Newton, and Marshalltown, Iowa; (3) between Carpentersville, Ill., and Dubuque, Waterloo, Marshalltown, Mason City, and Des Moines, Iowa; and (4) between Carpentersville, Ill., and Milwaukee and Madison, Wis.; and *rejected and defective shipments* of the above-described commodities, on return.

**HEARING:** April 14, 1960, at Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 111.

No. MC 119381 (Sub No. 1), filed December 30, 1959. Applicant: R. C. MYERS, doing business as R. C. MYERS, TRUCKING, 201 14th Street, Mendota, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes transporting: *Empty tin cans*, from Rochelle, Ill., to points in Columbia County and Madison, Wis.

**HEARING:** April 13, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 13.

No. MC 119469, filed February 1, 1960. Applicant: JOHN H. PRESTON, R.D. 2, Mt. Pleasant, Pa. Applicant's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Hides, bones, offal and tallow*, from Slovan, Erie, Pittsburgh, and Bradford, Pa., Massillon, Neffs, Carey, Marietta, Troy, Cleveland, Defiance, and Akron, Ohio, Wheeling and Morgantown, W. Va., Baltimore, Md., and Detroit, Mich., to Philadelphia, Pa., and Baltimore, Md. and *empty containers or other such incidental facilities*, (not specified) used in transporting the above-mentioned commodities on return.

NOTE: Applicant states the proposed transportation will be performed under continuing contract with Jacob Stern and Sons, Inc., of Philadelphia, Pa.

HEARING: March 24, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Abraham J. Essrick.

#### MOTOR CARRIER OF PASSENGERS

No. MC 119429, filed January 13, 1960. Applicant: TRANSIT BUS LINE, INC., 17 Bowker Street, Walpole, Mass. Applicant's attorney: Francis X. Dalton, 713-716 Barristers Hall, Boston 8, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *Passengers and their baggage, and express, mail and newspapers*, in the same vehicle with passengers, between the MTA (Metropolitan Transit Authority) Elevated-Surface Station in Forest Hills (Boston-Suffolk County), Mass., and Woonsocket, R.I., from Forest Hills over Washington Street (known as the Truck Route) through that part of Boston called Roslindale and the Town of Dedham (Norfolk County) to join Massachusetts Highway 1A at Dedham, Mass., and continue through the Towns of Norwood and Walpole over Massachusetts Highway 1A (all in Norfolk County, Mass.), thence continue from Walpole over West Street to the Walpole-Norfolk Town line (Norfolk County, Mass.), thence over Main Street and the Massachusetts Correctional Institution to the Norfolk-Franklin Town line (Norfolk County, Mass.), thence over city streets in Franklin, Mass., including Payne Street (into the State of Rhode Island) continuing to the Bellingham, Mass., and Woonsocket, R.I. State line to Vermette's Corner, located on Rhode Island Highway 11 in Woonsocket, R.I., thence continuing over Rhode Island Highway 11 to the Walnut Hill Commercial and Shopping Center in Woonsocket, and return over the same route, serving no intermediate points.

HEARING: March 18, 1960, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 18, or if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

#### APPLICATION FOR BROKERAGE LICENSE

No. MC 12720, filed November 13, 1959. Applicant: TRAVEL & TOUR SERVICE, INC., 722 North Third Street, Milwaukee 3, Wis. Applicant's attorney: William C.

Dineen, 746 Empire Building, 710 N. Flankinton Avenue, Milwaukee 3, Wis. For a License (BMC 5) to engage in operations as a *broker* at Milwaukee, Wis., in arranging for the transportation by motor vehicle, in interstate or foreign commerce, of *passengers and groups of passengers and their baggage*, in charter and special operations, beginning and ending at Milwaukee, Wis., and at points in Kenosha, Racine, Wauwatosa, Rock, Dane, Jefferson, Waukesha, Ozaukee, Washington, Dodge, Sheboygan, Fond du Lac, Winnebago, Outagamie, Brown, Manitowoc, and Calumet Counties, Wis., and extending to points in the United States, including Alaska and Hawaii.

HEARING: April 22, 1960, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 96.

#### APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

##### MOTOR CARRIERS OF PROPERTY

No. MC 730 (Sub No. 168), filed February 5, 1960. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, P.O. Box 958, Oakland 4, Calif. Applicant's representative: Earl J. Brooks, Director of Commerce Regulation, Pacific Intermountain Express Co. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over an alternate route, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment, between Junction U.S. Highway 30 and Oregon Highway 32 near Stanfield, Oreg., and Junction U.S. Highways 30 and 730 near Messner, Oreg., from junction U.S. Highway 30 and Oregon Highway 32 near Stanfield over U.S. Highway 30 to junction U.S. Highway 730, and return over the same route, with no service at intermediate points, and with service at the termini points for the purpose of joinder only, as an alternate route, for operating convenience only, in connection with applicant's authorized regular route operations. Applicant indicates the following Restriction: Eastbound movement restricted to the transportation of Fish, Frozen Fruits, Cheese, Horticultural Bulbs and Frozen Vegetables only.

NOTE: In Item IV of the application applicant states it proposes to transport general commodities, as specified above, westbound only, and fish, frozen fruits, cheese, horticultural bulbs, and frozen vegetables on the return movements.

No. MC 6031 (Sub No. 33), filed February 3, 1960. Applicant: BARRY TRANSFER & STORAGE COMPANY, a corporation, 433 North Jefferson Street, Milwaukee, Wis. Applicant's attorney: Edward Solie, 715 First National Bank Building, Madison 1, Wis. Authority sought to operate as a *contract or common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood, panels, moulding, doors* (glazed and unglazed), *hardboard, wallboard, insulating material, ceiling tile*, and *prefinished kitchen cabinets, including related hardware therefor*, not boxed,

crated, or packaged, from the Township of Menomonee, Waukesha County, Wis., to Spring Grove, Ill.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, in Mo. MC 6031 Sub No. 31.

No. MC 96881 (Sub No. 5), filed February 4, 1960. Applicant: ORVILLE M. FINE, doing business as FINE TRUCK LINE, 1211 South Ninth Street, Fort Smith, Ark. Applicant's attorney: Thomas Harper, Kelley Building, P.O. Box 297, Fort Smith, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, and those requiring special equipment, (1) between De Queen, Ark. and Valiant, Okla., from De Queen over U.S. Highway 70 to Valiant, and return over the same route, serving all intermediate points. (2) Between Broken Bow, Okla., and Valiant, Okla., from Broken Bow over unnumbered county road to Wright City, Okla., thence over Oklahoma Highway 98 to Valiant, and return over the same route, serving all intermediate points. As to the return movement for the proposed routes applicant requests authority to return over the same routes or any combination thereof.

No. MC 98749 (Sub No. 10), filed February 8, 1960. Applicant: DURWARD L. BELL, doing business as BELL TRANSPORT COMPANY, 100 South Second Street, Longview, Tex. Applicant's attorney: Austin L. Hatchell, 1009 Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, as defined in *The Maxwell Co.—Extension—Addyston*, 63 M.C.C. 677 (but not limited to liquids), in bulk, in specialized motor vehicle equipment, from the site of Texas Eastman Company plant, near Longview, Tex., to points in Arizona, Idaho, Montana, Nevada, New Mexico, North Dakota, South Dakota, Utah, and Wyoming, and *empty containers or other such incidental facilities* used in transporting the above-described commodities, on return.

No. MC 119436, filed January 18, 1960. Applicant: HIGHWAY TRANSPORTATION CORPORATION, Box 144, Woodville, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cement and cement compounds*, (a) from points in that part of Michigan on and south of U.S. Highway 10, to points in that part of Ohio on and north of a line beginning at Sandusky and extending along U.S. Highway 6 via Fremont, Bowling Green, and Napoleon to junction Ohio Highway 34 (formerly U.S. Highway 6), thence along Ohio Highway 34 to Bryan, thence along Ohio Highway 2 (formerly U.S. Highway 6) to junction U.S. Highway 6, and thence along U.S. Highway 6 to the Ohio-Indiana State line, and (b) from Toledo, Ohio, and points within fifteen (15) miles thereof, to points in that part of Michigan on

and south of Michigan Highway 55; and *Empty cement containers and rejected and returnable cement*, from points in the above-described Michigan and Ohio territories to Toledo, Ohio, and points within fifteen (15) miles of Toledo; (2) *Fertilizer*, from Toledo, Ohio, and points within fifteen (15) miles thereof, to points in that part of Michigan on and south of Michigan Highway 55; and *Rejected and returnable fertilizer*, from points in the immediately above-described Michigan territory to Toledo, Ohio, and points within fifteen (15) miles of Toledo; (3) *Bricks and concrete and sewer pipes*, and *such materials* as are used in their construction, from Toledo, Ohio and points within fifteen (15) miles thereof, to points in that part of Michigan on and south of a line beginning at Benton Harbor and extending along U.S. Highway 12 to Kalamazoo, thence along Michigan Highway 96 (formerly U.S. Highway 12) via Galesburg, to junction U.S. Highway 12, thence along U.S. Highway 12 to Battle Creek, thence along Michigan Highway 78 to Flint, and thence along Michigan Highway 21 to Port Huron; and *Such materials* as are used in the construction of bricks and concrete and sewer pipes, and *rejected and returnable bricks and rejected and returnable concrete and sewer pipes*, from points in the Michigan territory described immediately above, to Toledo, Ohio, and points within fifteen (15) miles of Toledo; (4) *Common, hydraulic, natural, or portland cement, and cement compounds*, in bulk, in tank vehicles, or in bags, from Detroit and Wyandotte, Mich., to points in that part of Ohio bounded by a line beginning at Sandusky and extending along U.S. Highway 6 to junction Ohio Highway 34 (formerly U.S. Highway 6), thence along Ohio Highway 34 to Bryan, thence along Ohio Highway 2 (formerly U.S. Highway 6), to junction U.S. Highway 6, thence along U.S. Highway 6 to the Ohio-Indiana State line, thence southward along the Ohio-Indiana State line to junction U.S. Highway 36, thence along U.S. Highway 36 to Marysville, and thence along Ohio Highway 4 to Sandusky, including points on the indicated portions of U.S. Highway 36 and Ohio Highway 4; and *Used empty cement and cement and cement compound containers*, from points in the Ohio territory described immediately above, to Detroit and Wyandotte, Mich.

NOTE: Applicant also has contract authority under MC 107134 and Subs thereunder. A proceeding has been instituted under section 212(c) in No. MC 107134 (Sub No. 9) to determine whether applicant's status is that of a common or contract carrier. Dual authority under section 210 may be involved. Applicant states the purpose of the instant application is to convert Permit No. MC 107134 (Sub No. 10) to a Certificate due to the fact that operations conducted thereunder do not conform to the definition of a contract carrier and agrees that any duplicating authority may be deleted or cancelled if the instant application is approved.

No. MC 119475, filed February 4, 1960. Applicant: WENDELL BOYD, Calumet, Quebec, Canada. Applicant's attorney: Legault & Legault, P.O. Box 93, Quebec, Canada. Authority sought to operate as

a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, rough and dressed*, from points on the International Boundary Line between the United States and Canada at/or near Trout River, Champlain, Rouses Point, Port Covington, Roseveltown, Ogdensburg, Alexandria Bay, Niagara Falls, N.Y., to points in New York, and *refused and damaged shipments on return*.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Sub No. 180), filed February 1, 1960. Applicant: THE GREY-HOUND CORPORATION, 140 South Dearborn Street, Chicago 3, Ill. Applicant's attorney: Earl A. Bagby, 371 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers* in the same vehicle with passengers, between the named points in California, in both directions, serving all intermediate points. Proposed changes to be incorporated in the designated revised sheet in Ninth Revised Certificate No. MC 1501 (Sub No. 138), as follows: 1. Reroute segment of authorized route between San Diego and El Centro which lies between San Diego and Grossmont Junction. Present Authorization: Shown on Original Sheet No. 47A: "256. Between San Diego and El Centro: From San Diego over unnumbered highway (El Cajon Boulevard) to junction U.S. Highway 80 (La Mesa), thence over U.S. Highway 80 to El Centro." Requested Certificate Revision: Revise above route description to read "256. Between San Diego and El Centro: From San Diego over California Highway 94 to junction Federal Boulevard (Spring Valley Junction), thence over Federal Boulevard to junction U.S. Highway 80 (Grossmont Junction), thence over U.S. Highway 80 to El Centro." Explanation: California Highway 94, locally known as "Federal Boulevard", has been reconstructed to freeway standards between its western terminus with F and G Streets in central San Diego and its junction with California Highway 67, herein designated as "Spring Valley Junction", at which point it connects with Federal Boulevard which extends to its junction with U.S. Highway 80, herein designated as "Grossmont Junction". The adoption of this proposal will result in abandonment of all transportation service over Cajon Boulevard in San Diego, but will otherwise not result in withdrawal of service from intermediate points now authorized to be served. 2. Authorize new route between Spring Valley Junction and La Mesa and reauthorize route over La Mesa and Grossmont Junction. Present Authorization: Not authorized between Spring Valley Junction and La Mesa. Authorized between La Mesa and Grossmont Junction as a segment of present Route No. 256 as described in 1 above. Requested Certificate Revision: Authorize a new route to be designated as California Route No. 256-A, to be shown on a First Revised Sheet No. 47A, as follows: "256-A Between Spring Valley Junction and Grossmont Junction:

From junction California Highway 94 and California Highway 67 (Spring Valley Junction), over California Highway 67 to junction U.S. Highway 80 (La Mesa), thence over U.S. Highway 80 to junction Federal Boulevard (Grossmont Junction)." This connects with proposed Route No. 256, as shown in proposal 1 herein, at Spring Valley Junction and Grossmont Junction, and with Route No. 255 at La Mesa.

No. MC 3647 (Sub No 276), filed February 9, 1960. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling, General Counsel, Public Service Coordinated Transport, Law Department (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, (1) Within Westwood, N.J.: from Broadway and Washington Avenue (Westwood Bus Terminal), Westwood, N.J., over Broadway to junction Westwood Avenue, thence over Westwood Avenue to junction Kinderkamack Road, thence over Kinderkamack Road to Emerson, N.J. (Also from junction Broadway and Westwood Avenue, Westwood, N.J., over Broadway and Broadway Extension to junction Old Hook Road Extension, thence over Old Hook Road Extension to Kinderkamack Road.) Return from Emerson, N.J., over Kinderkamack Road to junction Jefferson Avenue, Westwood, N.J., thence over Jefferson Avenue to junction Broadway, thence over Broadway to junction Washington Avenue, thence over Washington Avenue to junction Madison Avenue, thence over Madison Avenue to junction Irvington Street, thence over Irvington Street to junction Broadway, thence over Broadway to Westwood Bus Terminal near Washington Avenue. (Also from junction Kinderkamack Road and Old Hook Road over Old Hook Road Extension to junction Broadway Extension, thence over Broadway Extension to junction Jefferson Avenue.) (2) Within Ridgefield, N.J.: From junction Edgewater Avenue and Fulton Place, Ridgefield, N.J., over Fulton Place to junction Hendrick's Causeway, thence over Hendrick's Causeway to junction Broad Avenue. Return over the same route. (3) Within Ridgefield Park, N.J.: from junction Bergen Turnpike and Ridgefield Avenue, over Ridgefield Avenue to junction Main Street, thence over Main Street to junction Main Street By-Pass, thence over Main Street By-Pass to junction Main Street, thence over Main Street to U.S. Highway 46 (formerly New Jersey Highway 6). Return over the same route. Serving all intermediate points on the above-specified routes.

No. MC 57795 (Sub No. 4), filed February 5, 1960. Applicant: WILLIAM C. BARDON, JR., doing business as CANYON TRANSPORTATION COMPANY, Route A, Helena, Mont. Applicant's attorney: Edwin S. Booth, First National Bank Building, P.O. Box 862, Helena, Mont. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *Passen-*

gers and their baggage, express, mail and newspapers in the same vehicle with passengers between Deer Lodge, Mont., and Three Forks, Mont., from Deer Lodge, over U.S. Highway 10-S to Garrison, Mont., thence over U.S. Highway 10-N to junction U.S. Highway 10-S, three miles west of Three Forks, Mont., thence over U.S. Highway 10-S to Three Forks, and return over the same route, serving all intermediate points, including Garrison, Avon, Elliston, Helena, East Helena, and Townsend, Mont.

NOTE: Duplicate authority between Helena and Townsend to be eliminated.

#### APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under section 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240).

#### MOTOR CARRIERS OF PROPERTY

No. MC-F 6740 (KINGSWAY TRANSPORTS LTD.—PURCHASE—CHARLES A. KUHN'S DELIVERY, INC.), published in the October 30, 1957, issue of the FEDERAL REGISTER on page 8768. Second application filed February 10, 1960, for temporary authority under section 210a(b).

No. MC-F 7446. Authority sought for purchase by LOM THOMPSON, doing business as THOMPSON TRUCK LINES, Fourth and Ross Avenue, P.O. Box 723, El Centro, Calif., of the operating rights of JAMES E. POTTER, doing business as POTTER TRUCKING CO., Route 1, Box 279-B, El Centro, Calif. Applicants' attorney: Jack O. Goldsmith, 656 South Los Angeles Street, Los Angeles 14, Calif. Operating rights sought to be transferred: *Farm products, fertilizer, prepared animal and poultry foods, farm machinery, bale ties, and petroleum products*, in drums and cases, as a common carrier over regular routes, between Winterhaven, Calif., and Los Angeles, Calif., serving certain intermediate and off-route points. Vendee is authorized to operate as a common carrier under the Second Proviso of section 206(a) (1) of the Interstate Commerce Act in the State of California. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7447. Authority sought for control by RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo., of MOTOR DISPATCH, INC., 5308 South Pulaski Road, Chicago 32, Ill., and for acquisition by J. W. RINGSBY, also of Denver, of control of MOTOR DISPATCH, INC., through the acquisition by RINGSBY TRUCK LINES, INC. Applicant's attorneys: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr., and John F. Mueller, 304 Midland Savings Building, Denver, Colo. Operating rights sought to be controlled: *General commodities*, except those of unusual value, and except Class A and B explosives, green hides, animals, poultry, and commodities injurious or contaminating to other lading, as a common car-

rier over regular routes, between South Bend, Ind., and Cleveland, Ohio, between Elkhart, Ind., and Detroit, Mich., between South Bend, Ind., and Detroit, Mich., between South Bend, Ind., and Battle Creek, Mich., between Angola, Ind., and Jackson, Mich., between Detroit, Mich., and Toledo, Ohio, between Jackson, Mich., and Toledo, Ohio, between specified points in Indiana, between Mottville, Mich., and Three Rivers, Mich., and between Detroit, Mich., and Ann Arbor, Mich., serving certain intermediate and off-route points; alternate route for operating convenience only between Jackson, Mich., and junction Michigan Highway 60 and U.S. Highway 131; *general commodities*, except those of unusual value, and except Class A and B explosives, green hides, animals, and poultry, between junction Michigan Highway 17 and U.S. Highway 25, approximately one mile east of Allen Park, Mich., and Detroit, Mich., and between Peru, Ind., and Marion, Ind., serving certain intermediate points; *general commodities*, except those of unusual value, and except Class A and B explosives, livestock, commodities in bulk, and those requiring special equipment, between Marion, Ind., and Muncie, Ind., serving no intermediate points; *general commodities*, except those of unusual value, and except Class A and B explosives, green hides, animals, poultry, and commodities injurious or contaminating to other lading, during the season extending from the 1st day of April to the 1st day of September, inclusive, between Mottville, Mich., and Shelbyville, Mich., serving all intermediate points; the repetition of route description with respect to the highways over which operations are authorized herein is not to be construed as granting more than one operating right over said highways; *general commodities*, except, among others, household goods and commodities in bulk, between Chicago, Ill., and Mishawaka, Ind., between Michigan City, Ind., and La Porte, Ind., between Valparaiso, Ind., and South Bend, Ind., between Chicago, Ill., and Westville, Ind., between Hobart, Ind., and Valparaiso, Ind., between Westville, Ind., and Michigan City, Ind., and between Valparaiso, Ind., and junction U.S. Highway 20 and Indiana Highway 49, serving all intermediate and certain off-route points. RINGSBY TRUCK LINES, INC., is authorized to operate as a common carrier in Colorado, Wyoming, Nebraska, Illinois, Iowa, California, Utah, Missouri and Nevada. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL]

HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 60-1494; Filed, Feb. 16, 1960;  
8:48 a.m.]

[Notice 114]

#### MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 12, 1960.

The following letter-notices of proposals to operate over deviation routes for

operating convenience only with service at no intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c) (8)), and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

#### MOTOR CARRIERS OF PROPERTY

No. MC-730 (Deviation No. 5), PACIFIC INTERMOUNTAIN EXPRESS CO., P.O. Box 958, Brookland 4, Calif., filed January 25, 1960. Carrier proposes to operate as a common carrier by motor vehicle of *general commodities*, with certain exceptions, over a deviation route, as follows: From Omaha, Nebr., over Interstate Highway 80 to Junction U.S. Highway 6, about three miles south of Gretna, Nebr., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Lincoln, Nebr., over U.S. Highway 6 to Omaha, and return over the same route.

No. MC-2990 (Deviation No. 2), BLUE ARROW TRANSPORT LINES INC., 525 Burton Street S.W., Grand Rapids 3, Mich., filed February 1, 1960. Attorney Robert H. Levy, 39 South La Salle Street, Chicago 3, Ill. Carrier proposes to operate as a common carrier by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Kalamazoo, Mich., over U.S. Highway 12 to junction unnumbered highway (formerly U.S. Highway 12), thence over unnumbered highway via Parma and Woodville, Mich., to Jackson, Mich., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Kalamazoo over U.S. Highway 12 to junction Michigan Highway 96 (formerly U.S. Highway 12) thence over Michigan Highway 96 to junction U.S. Highway 12 thence over U.S. Highway 12 to junction unnumbered highway (formerly U.S. Highway 12) thence over unnumbered highway via Parma and Woodville, to Jackson, and return over the same route.

No. MC-61016 (Deviation No. 1), PETER PAN BUS LINES INC., 144 Bridge Street, Springfield 3, Mass., filed January 28, 1960. Carrier proposes to

operate as a *common carrier* by motor vehicle, of passengers between Springfield and Boston, Mass., over the Massachusetts Turnpike and access routes as follows: From Springfield over U.S. Highway 5 to Massachusetts Turnpike Interchange No. 4 in West Springfield, Mass., (2) from Springfield over U.S. Highway 20 to junction Massachusetts Highway 21 thence over Massachusetts Highway 21 to Massachusetts Turnpike Interchange No. 7 in Ludlow, Mass., (3) from Springfield over U.S. Highway 20 to Junction Massachusetts Highway 32, thence over Massachusetts 32 to Massachusetts Turnpike Interchange No. 8 in Palmer, Mass., (4) from Springfield over U.S. Highway 20 to junction Massachusetts Highway 15, thence over Massachusetts Highway 15 to the Massachusetts Turnpike Interchange No. 9 in Sturbridge, Mass.; thence (1) over Massachusetts Turnpike to Interchange No. 10 in Auburn, Mass., thence over Massachusetts Highway 12 to Worcester, Mass., thence over Massachusetts Highway 9 to Boston, Mass., (2) over Massachusetts Turnpike to Interchange No. 12 in Framingham, Mass., thence over Massachusetts Highway 9 to Boston, and (3) over Massachusetts Turnpike to its eastern terminus in Weston, Mass., Interchange No. 14, thence over Massachusetts Highway 128 to junction Massachusetts Highway 9, thence over Massachusetts Highway 9 to Boston, and return over the same routes, for operating convenience only, serving no intermediate points except as otherwise authorized. The notice indicates that the carrier is presently authorized to transport passengers over pertinent service routes as follows: From Springfield over U.S. Highway 20 to junction Wilbraham Road, in the town of Wilbraham, Mass., thence over Wilbraham Road to Wilbraham Center, Mass., thence over Springfield Street to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Massachusetts Highway 15 in Sturbridge, Mass., thence over U.S. Highway 20 to junction Massachusetts Highway 12, thence over Massachusetts Highway 12 to Worcester, Mass., thence over Massachusetts Highway 9 via junction U.S. Highway 20, to Boston, (also from junction Massachusetts Highway 12 to junction U.S. Highway 20) and from Springfield over U.S. Highway 5 to West Springfield, and return over the same routes.

No. MC-111186 (Deviation No. 1), PETERSEN & PETERSEN, INC., 123 West Fourth Street, Grand Island, Nebr., filed January 25, 1960. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route, as follows: From Omaha, Nebr., over Interstate Highway 80 to Junction U.S. Highway 6, about three miles south of Gretna, Nebr., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over the following pertinent service route. From Omaha over U.S. Highway 6 to Lincoln, Nebr., thence over U.S. Highway 34 via Seward,

Nebr., to junction U.S. Highway 281, thence over U.S. Highway 281 to Grand Island, Nebr., and return over the same route.

By the Commission.

[SEAL]

HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 60-1493; Filed, Feb. 16, 1960;  
8:48 a.m.]

### MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 12, 1960.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 62835. By order of February 11, 1960, the Transfer Board approved the transfer to William A. Adler, doing business as M & W Milk Transportation, Highland Mills, N.Y., of Certificate No. MC 67254, issued April 30, 1956, in the name of Thruway Transport, Inc., Middletown, New York, authorizing the transportation of raw and pasteurized milk, in bulk, cream and ice cream mixture, condensed milk and superheated milk, in containers and empty containers, on return, powdered milk, cheese, sugar, apples, cabbage, and bag and barrel linings, from and to specified points in New York, New Jersey, Connecticut, Rhode Island, Massachusetts, and Pennsylvania. Arthur J. Piken, 160 Jamaica Avenue, Jamaica 32, N.Y., for applicants.

No. MC-FC 62840. By order of February 11, 1960, the Transfer Board approved the transfer to Statewide Trans., Inc., Malden, Mass., of Certificate No. MC 35947 issued October 5, 1953, in the name of Roy P. Burns doing business as Bell Rock Movers, Medford, Mass., authorizing the transportation of household goods as defined by the Commission, over irregular routes, between Boston, Mass., and points within ten miles of Boston, on the one hand, and, on the other, points in Massachusetts, New Hampshire, Connecticut, New York, and New Jersey. Statewide Trans., Inc., 900 Eastern Ave., Malden, Mass., for transferee. Roy P. Burns DBA Bell Rock Movers, 18 Almont Street, Medford, Mass., for transferor.

No. MC-FC 62893. By order of February 10, 1960, the Transfer Board approved the transfer to J. H. Russell Transportation, Inc., Esmond, R.I., of the operating rights in Certificate No. MC 2312, issued June 30, 1952, to Leo Mestdagh, doing business as Valcourt Trucking Co., Fall River, Mass., and acquired by transferor herein pursuant to

MC-FC 62507, authorizing the transportation, over irregular routes, of building materials, between Fall River, Norwood, and Walpole, Mass., on the one hand, and, on the other, points in Massachusetts and Rhode Island, and between Portsmouth and Providence, R.I., on the one hand, and on the other points in Massachusetts east of a line beginning at Boston and extending along Massachusetts Highway 1-A North Attleboro, thence along U.S. Highway 1 to the Massachusetts-Rhode Island State Line. Joseph A. Kline, 185 Devonshire Street, Boston 10, Mass., for applicants.

No. MC-FC 62905. By order of February 11, 1960, the Transfer Board approved the transfer to Henrietta Brody and M. Michael Brody, a partnership, doing business as Consolidated Van Lines, Philadelphia, Pa., of a portion of Certificate No. MC 22636 issued April 29, 1958, in the name of Albert Davis, Philadelphia, Pa., authorizing the transportation of skill and vending machines, over irregular routes, between Philadelphia, Pa., on the one hand, and, on the other, points in New York, New Jersey, Delaware, and Maryland. Louis H. Slifkin, 1220 Lewis Tower Building., Philadelphia 2, Pa., for applicants.

[SEAL]

HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 60-1495; Filed, Feb. 16, 1960;  
8:48 a.m.]

### FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 12, 1960.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the *FEDERAL REGISTER*.

#### LONG-AND-SHORT HAUL

FSA No. 36009: *Substituted service—IC for Glendinning Motorways, Inc., et al.* Filed by Middlewest Motor Freight Bureau, Agent (No. 217), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Chicago, Ill., and Sioux Falls, S. Dak., on traffic originating at or destined to points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 125 to Middlewest Motor Freight Bureau tariff, MF-I.C.C. 223.

FSA No. 36010: *Roofing and building materials—official to western trunk-line territory.* Filed by Traffic Executive Association-Eastern Railroads, Agent (E.R. No. 2529), for interested rail carriers. Rates on roofing and building materials, and related articles, in carloads from points in official territory to points in western trunk-line territory.

Grounds for relief: Market competition.

Tariff: Supplement 37 to Traffic Executive Association-Eastern Railroads tariff I.C.C. C-44.

FSA No. 36011: *Soda—Virginia and West Virginia to Florida points.* Filed

by O. W. South, Jr., Agent (SFA No. A3909), for interested rail carriers. Rates on liquid caustic soda, in tank-car loads from Saltville, Va., Charleston Dock, Elk, Owens, South Charleston and South Ruffner, W. Va., to Jacksonville, South Jacksonville and Palatka, Fla.

Grounds for relief: Market competition.

Tariffs: Supplement 127 to Southern Freight Association tariff I.C.C. 1538. Supplement 8 to Traffic Executive Associ-

ation-Eastern Railroads, tariff I.C.C. C-102.

FSA No. 36012: *T.O.F.C. Service—Class and commodity rates in the southwest.* Filed by Southwestern Freight Bureau, Agent (No. B-7732), for interested rail carriers. Rates on various commodities moving on class and commodity rates, loaded in trailers and transported on railroad flat cars between points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas, also between such

points and Memphis, Tenn., and Natchez, Miss.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 90 to Southwestern Freight Bureau tariff I.C.C. 4285.

By the Commission.

[SEAL]

HAROLD D. McCoy,  
Secretary.

[F.R. Doc. 60-1492; Filed, Feb. 16, 1960; 8:48 a.m.]

## CUMULATIVE CODIFICATION GUIDE—FEBRUARY

A numerical list of parts of the Code of Federal Regulations affected by documents published to date during February. Proposed rules, as opposed to final actions, are identified as such.

3 CFR	Page	7 CFR—Continued	Page	14 CFR—Continued	Page
<i>Proclamations:</i>		1002.....	835	609.....	1242
1844.....	917	1009.....	845	610.....	1401
2306.....	917	<i>Proposed rules:</i>		1240.....	1312
2914.....	1301	28.....	871	<i>Proposed rules:</i>	
3160.....	1393	730.....	1077	507.....	879, 1285, 1346
3225.....	1393	815.....	987	600.....	879, 880, 914, 1162-1164, 1285
3285.....	1393	900-1070.....	1127, 1132	601.....	880, 914, 915, 1162-1164, 1285
3317.....	1393	904.....	872	602.....	1054
3332.....	1001	905.....	1161	608.....	1054, 1136, 1164, 1384
3333.....	1237	906.....	977, 1210		
3334.....	1237	911.....	1211		
3335.....	1239	918.....	1212		
<i>Executive orders:</i>		943.....	1315		
5339.....	1166	946.....	1269		
10758.....	1089	947.....	977		
10777.....	1089	949.....	977		
10823.....	1089	960.....	1315		
10859.....	1089	982.....	1315		
10860.....	1089	987.....	1161		
10861.....	1301	990.....	872		
10862.....	1355	996.....	872		
<i>Presidential documents other than</i>		998.....	1344		
<i>proclamations and Executive</i>		999.....	872		
<i>orders:</i>		1014.....	1161		
Letter, February 8, 1960.....	1393	1018.....	1412		
		1019.....	872		
		1023.....	1345		
<b>5 CFR</b>		<b>9 CFR</b>		<b>15 CFR</b>	
6.....	853, 854, 899, 1001	78.....	1395	371.....	951
24.....	1394	155.....	1356	399.....	953
39.....	1356	<i>Proposed rules:</i>			
201.....	1199	201.....	1414		
208.....	1199	<b>10 CFR</b>			
325.....	1153	50.....	1072		
<i>Proposed rules:</i>		<i>Proposed rules:</i>			
89.....	875	20.....	990		
<b>6 CFR</b>		50.....	1224, 1225		
332.....	1199	<b>12 CFR</b>			
371.....	853	204.....	1396		
421.....	900, 1092, 1093	<b>13 CFR</b>			
464.....	1308	107.....	1397		
477.....	1001	108.....	1398		
485.....	1072	<b>14 CFR</b>			
502.....	900	263.....	900		
<b>7 CFR</b>		297.....	901		
53.....	1301	406.....	1310		
301.....	945	414.....	1310		
319.....	895	415.....	901		
719.....	1065	501-505.....	1310		
722.....	1306	507.....	854, 902, 1093, 1311, 1312, 1398		
725.....	947	600.....	854-861, 1207, 1240, 1357-1359, 1399		
728.....	897, 1246	601.....	857-862, 1093, 1094, 1207, 1240, 1357-1360, 1399, 1400		
729.....	897	602.....	862, 863, 1094, 1241		
900.....	835	608.....	1360, 1399, 1401		
914.....	899, 1070, 1307				
927.....	947				
933.....	1070, 1071				
953.....	1071, 1307, 1356				
989.....	1308, 1395				

**26 (1954) CFR—Continued**

	Page
<i>Proposed rules:</i>	
1.....	963, 1363
46.....	964
211.....	1017
212.....	1037
213.....	1043
290.....	1253

**29 CFR**

2.....	1075
402.....	1075

*Proposed rules:*

405.....	1053
----------	------

**31 CFR**

405.....	1007
----------	------

**32 CFR**

726.....	1156
765.....	1075
887.....	1309
1101.....	866

**32A CFR***HHFA (Ch. XVII):*

CR 1.....	1076
CR 2.....	1076
CR 3.....	1076

**33 CFR**

203.....	961, 1205, 1246
207.....	1246

**36 CFR**

7.....	1313
311.....	904

**38 CFR**

	Page
1.....	870
3.....	961
6.....	1126
8.....	1136
21.....	1207

**39 CFR**

17.....	905
21.....	905
24.....	905
43.....	905
46.....	905
48.....	905
49.....	905
100—167.....	1095, 1314
168.....	1076, 1314

**42 CFR**

73.....	1247
---------	------

**43 CFR**

115.....	1092
----------	------

*Proposed rules:*

160.....	914
161.....	914

*Public land orders:*

1711.....	1076
2048.....	951
2049.....	1076

**45 CFR**

12.....	908
13.....	908
14.....	909
301.....	963

**46 CFR**

	Page
172.....	1313, 1314
206.....	1017
221.....	871

*Proposed rules:*

201—380.....	1052, 1285
--------------	------------

**47 CFR**

2.....	1156
3.....	909, 1314
4.....	1407
8.....	1408
9.....	1156, 1208
12.....	913
13.....	1208
19.....	1408

*Proposed rules:*

3.....	1055, 1056, 1164, 1226
10.....	1078
17.....	1165
31.....	1414
33.....	1414

**49 CFR**

1.....	1250
120.....	1159, 1160
172.....	914
174a.....	1160
181.....	1251
182.....	1251
192.....	1008
193.....	1008
205.....	1209
301.....	914

*Proposed rules:*

71—78.....	1364
------------	------